

Notices to Consignees.

O. S. S. Coy.'s STEAMER "NESTOR," FROM SINGAPORE.
CONSIGNEES of Cargo by the above Steamer, due here about the 30th instant, are hereby informed that the same will be landed and stored at their risk, according to the clause in the Bill of Lading, in the Godown situated under Messrs Bessant & Co.'s Office.

BIRLEY & Co.
Hongkong, December 20, 1899.

THE MERSE FROM LONDON.
CONSIGNEES of Cargo per above-named vessel are requested to send in their Bills of Lading to the Underwriter for counter-signature and to take immediate delivery of their Goods.

Cargo impeding discharge of ship will be landed and stored at Consignees' risk and expense.

GILMAN & Co.
Hongkong, December 17, 1899.

NOTICE.
THE following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.

Do "Hogley," 23rd August, 1899.
Via A.C. I. Portmanteau.
C. BERTRAND,
Principal Agent.
Hongkong, December 13, 1899.

NOTICE.
CONSIGNEES of Cargo per M. I. Co.'s steamship "Dorset," are requested to send in their Bills of Lading for counter-signature and to take delivery of their goods before the 18th instant, at noon, or they will be landed and stored at their risk and expense.

C. BERTRAND,
Principal Agent.
Hongkong, December 13, 1899.

DUCH BARQUE MARIA LOUISA ANTOINETTE, FROM LAMARQUE.
CONSIGNEES of Cargo by above-named vessel are requested to send in their Bills of Lading to the Underwriter for counter-signature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

BOURJAU, HUBNER & Co.
Hongkong, August 10, 1899.

BRITISH SHIP STAR OF THE NORTH, FROM LONDON.
CONSIGNEES of Cargo by the above vessel are hereby requested to send in their Bills of Lading for counter-signature to the Underwriter and take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

BOURJAU, HUBNER & Co.
Hongkong, October 18, 1899.

Notices of Firms.

NOTICE.
THE Interest and Responsibility of WARE and TONG MOW CHEN in our Firm ceased on this day.

WARE SMITH & COMPANY,
Hongkong, December 21, 1899.

NOTICE.
MR. H. B. WARDEN is admitted a partner in our firm from this date.

RUSSELL & Co.
China, December 1, 1899.

NOTICE.
THE interest and responsibility of our partner, the late Mr. SHAPORAN BOKORJAU, ceased in our firm on the 4th instant.

CAWASSEE PALLANJE & Co.
Hongkong, November 23, 1899.

NOTICE.
MR. PAUL GERRARD HUBER, and Mr. ALBERT GUZZOW have been authorized to sign our firm here and in China from this date.

SELMSEN & Co.
Hongkong, November 1, 1899.

NOTICE.
MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October 1899.

L. FRICKEL & Co.
Hongkong, October 21, 1899.

NOTICE.
I HAVE this day established myself as a PUBLIC ACCOUNTANT, AVERAGE ADJUSTER and GENERAL COMMISSION AGENT.

C. LANGDON DAVIES,
Hongkong, July 1, 1898.

NOTICE.
MR. FRITZ RAPP, has been duly authorized to sign our firm per Procuration from this date.

F. BLACKHEAD & Co.
Hongkong, June 18, 1899.

NOTICE.
THE Business of KINNEAR & Co., Foochow, will be carried on from and after this date under the style and firm of KINNEAR, LARKEN & Co. the partners therein being, Mr. WILLIAM BALFOUR KINNEAR and Mr. THOMAS LARKEN LARKEN.

WILLIAM BALFOUR KINNEAR,
Foochow, May 1, 1899.

NOTICE.
MR. ROBERT JOHNSTONE is authorized to sign our firm per Procuration.

FINDLAY, RICHARDSON & Co.
Yokohama, November 18, 1899.

NOTICE.
WE have authorized Mr. CLAUDE BUDDS to sign our firm from this date.

DREYER & Co.
Hongkong, January 1, 1898.

For Sale.

CHRISTMAS! CHRISTMAS!!
A LARGE and Choice assortment of TOYS and PRESENTS for the Season.

At
MISS ROSE'S MILLINERY & DRAPERY ESTABLISHMENT,
WELLINGTON STREET,
Opposite the Roman Catholic Chapel,
Hongkong, December 19, 1899.

For Sale.

DELICACIES AND NOVELTIES FOR CHRISTMAS.

BLOOM MUSCATELS.
FIGS.
Truffled SAUSAGES.
Lyon's Do.
Russian OX TONGUES.
Do.
Choice French PLUMS.
FRUITS, in BRANDY.
Do.
do. NOYBAU.
Crystallized FRUITS.
French BAKEDONS.
Bouillon CROQUETTES.
Fancy Do.
Silver Wedding Do.
Candied PEEL.
MINCEMEAT.
Plum PUDDINGS.
Christmas CAKES.
Jordan ALMONDS.
Carlabad WAFERS.
GROUSE in GRAVY.
Truffed ORTOLANS.
Fresh CAVIARE.
Dessert BISCUITS.
Vaucl Do.
French Chocolate BONBONS.
Rosewater CHALKERS.
Bouquet FANS.
Costume Do.
Floral Do.
Perfume HAMPER.
York HAMS.
Albert CHEESE.
Stilton Do.
Pine Do.
Handsome GIFT BOXES of BONBONS.
Do. do. BOOKS.
STEREOSCOPES.
STEREO-SLIDES.
CARTES DE VISITE.
Mauve FOLIOS.
Despatch BOXES.
Courier BAGS.
Photographic ALBUMS.
Bronze FIGURES.
Parian STATUETTES.
Tobacco JARS.
Electro Plated FLOWER STANDS.
Scent BOTTLES.
BOOK SLIDES.
Magnetic MACHINES.
Ladies' COMPANIONS.
Glove BOXES.
Paint Do.
Optic WONDER.
EIDOTROPES.
Magic FLOWERS.
Steam TOYS.
Gold SCARF SLIDES.
Do. OHARMS.
TOYS.
Dancing NEGRO.
Clockwork FLY TRAP.
Christmas Tree ORNAMENTS.
Krug's CHAMPAGNE.
do. do. do.
And, for Messrs. St. John's Day.
APR 15, JEWELS.
do.
LANE, CRAWFORD & Co.
Hongkong, December 6, 1899.

THE following GOODS have just been landed ex mail steamer, many of which will be found suitable for the coming Christmas festivities, viz.:

Magnetic MACHINES.
Chocolate MENTHER.
PERFUMES.
Rose WATER CHALKERS.
do. do. FOUNTAINS.
Floral FOUNTAINS.
Perfume SACHETS and various other GOODS, such as—
Gold and Silver RESPIRATORS.
Foss' CHEST PROTECTORS for Weak Chests.
Syrphon FEEDING BOTTLES.
India Rubber Nursing APRONS.
do. do. SPONGES.
Liebig's EXT. MEAT (True).
Bragg's Charcoal BISCUITS.
Roseate Powder for removing superfluous hair.
Haldie's Dog POWDERS and SOAP TABLETS.
VICTORIA DISPENSARY.
Hongkong, December 6, 1899.

FOR SPORTSMEN.
THE Undersigned has received an assortment of—
Breeding FOWLING PIECES.
AMMUNITION and REQUISITES for same, as—
CARTRIDGES, 16 and 12 gauge, and CARTRIDGE CLOSERS, of Metal and Wood.
CAPS for recapping same.
CARTRIDGES, CARRIER, & GAME BAGS.
POWDER-FLASKS and Shot Pouches, Double Strap Shot POUCHES, SLINGS and Pouch SLINGS.
Elley's Green patent Wire CARTRIDGES of most useful sizes.
Elley's superior Elastic Concealed Belt WADDING, etc., etc., of most useful sizes.

Also,
For Ladies and Gentlemen—
Pleasure Saloon RIFLES & PISTOLS.
AMMUNITION for same.
And offer the above on reasonable terms.

WM. SCHMIDT & Co.,
Gunmakers,
Queen's Road Central, 84,
Hongkong, October 16, 1899.

SELLING OFF!!
FANCY DRESS-ES, Black and Colored SILKS, SHAWLS, MANTLES, FICHUS, BONNETS, HATS, MUSLINS, RIBBONS, VELVETS, FEATHERS, FLOWERS, LACES, Muslin and Wool WORK, WOOLS, HOSIERY, French MERINOS, &c., &c.

The undersigned having determined upon closing their Show Room, will sell their STOCK OF MILLINERY AND DRESS-ERY GOODS at a discount of 25 per cent. off all purchases of Ten dollars and upwards, from this date.

S. W. BAKER & Co.
Hongkong, December 1, 1899.

FOR SALE.
39 LOGS CAMPHOR WOOD, Ship's TIMBERS.

11 Ship's PLANKS, Hard and Camphor Wood.
50 double Ship's KNEES } Camphor
24 single } Wood.
Apply to
RAYNAL & Co.
Hongkong, December 2, 1899.

FOR SALE.
FRESH CALIFORNIA HAY AND OATS.
RUSSELL & Co.
Hongkong, August 21, 1899.

For Sale.

CANTON.
TO BE SOLD.—A substantially built HOUSE on Shamoon.
For Particulars, apply to the present occupiers, Messrs. MOY & Co.
October 26, 1899.

FOR SALE, EX SHIP.
200 Tons Cardiff Patent FUEL.
350 Tons best English COAL.
CARLOWITZ & Co.
Hongkong, September 11, 1899.

FOR SALE.
JULES ROBIN COGNAC, in cases.
Wm. FUSTAU & Co.
Hongkong, August 26, 1899.

FOR SALE.
(Under power contained in the Mortgage Deed).
ALL those valuable Premises situated in Hongkong, abutting on Queen's Road in the South, and partly on the Praya on the North, formerly occupied by Messrs. Smith, Kennedy & Co., and now in the occupation of Messrs. E. Schellhaas & Co. The Premises are built on Marine Lot No. 101, and are held under Lease from the Crown for 999 years, subject to a Crown rent of £30 per annum. The Premises are spacious and airy, and the ground comprises an area of 14,400 square feet.

Those valuable Premises adjoining the above on its Western boundary, formerly in the occupation of the Asiatic Bank, and built on Island Lot No. 514. These Premises are likewise held under a Crown lease for 999 years, subject to a Crown rent of £24 10s. per annum, and the Lot contains an area of 5,760 square feet.

The above valuable Property will be sold by Public Auction in Hongkong, on some early day (of which due notice will be given), unless previously disposed of by private contract.

For further particulars, apply to Messrs. SMITH, ARNOLD & Co.,
or
HENRY C. CALDWELL, Esq.,
Solicitor.
Hongkong, 3rd August, 1899.

FOR SALE.
20 Cases Manila SUPERIORES, in boxes of 200 each.
ZACHARIE & Co.
Hongkong, December 11, 1899.

Houses and Lands.

TO LET.
(With immediate possession).
SEVERAL Strong New GODOWNS, very conveniently situated on Marine Lot No. 63, between Messrs. JOHN BURN & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.

For Particulars, apply to
A. McLEOD,
At Messrs. GIBB, LIVINGSTON & Co.'s
Hongkong, April 26, 1899.

LIGHTERAGE AND STORAGE.
THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Boats, and to receive the same in STOREHOUSES in First-class Granite godowns on Moderate Terms.

ROB. S. WALKER & Co.,
Hongkong, March 4, 1898.

TO LET.
From the 1st December next.
THE Eligible Residence situated above Bonham Road, recently in the occupation of M. BORMAN, Esq.

For Particulars, apply to
ROB. S. WALKER & Co.
Hongkong, October 9, 1899.

TO LET.
WITH immediate possession, the House and Office, No. 4, Gough Street, lately occupied by Messrs. A. WILKINSON & Co.

Apply to
GIBB, LIVINGSTON & Co.
Hongkong, October 14, 1898.

TO LET.
(With immediate possession).
THAT desirable BUNGALOW, known as "Greenmount," situated on the Bonham Road, and till lately in the occupation of C. H. MORAN, Esq.

For Particulars, apply to
GILMAN & Co.
Hongkong, November 18, 1899.

TO LET.
(With possession on 1st January next).
THAT two Houses and Office, Nos. 18 and 20, Stanley Street, at present occupied by Messrs. VOGEL, HADSPORN & Co.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 15, 1899.

TO LET.
(With possession on 1st January next).
THE very desirable Business Premises, situated on the corner of D'Almeida Street and Wellington Street, at present occupied by Messrs. A. BOYER and Co.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 15, 1899.

TO LET.
(With immediate possession).
THE commodious three storied House, No. 1, Wyndham Street, lately in the occupation of Messrs. BORMAN & Co.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 15, 1899.

TO LET.
(With immediate possession).
No. 4 Pechin Terrace, Elgin Street.

Apply to
LANE, CRAWFORD & Co.
Hongkong, September 20, 1899.

FURNISHED HOUSE TO LET.
No. 1 Pechin Terrace, Elgin Street, neatly furnished with good English-made FURNITURE, with possession from 1st November.

Apply to
LANE, CRAWFORD & Co.
Hongkong, October 1, 1899.

TO BE LET.
WITH Possession from the 1st October next, the HOUSE AND OFFICE, No. 9, Gough Street, at present occupied by Messrs. KLYNBERG BROS. & Co.

Apply to
GIBB, LIVINGSTON & Co.
Hongkong, June 30, 1899.

Houses and Lands.

CLUB CHAMBERS, D'AGUILAR STREET.
A FEW Sets of these desirable CHAMBERS are now vacant, and can be had on reasonable terms. Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, February 6, 1899.

TO LET.
With immediate possession.
BUNGALOW at Pokfulam.
Apply to
LANE, CRAWFORD & Co.
Hongkong, September 1, 1899.

TO LET.
ONE FLOOR of a House in Queen's Road, well situated.
ROB. S. WALKER & Co.
Hongkong, March 23, 1899.

New Advertisements.

HORSE SHOEING.
THE Undersigned begs to intimate that he has engaged the services of a first class European Farrier.

Condemners who may favour him with their patronage, may depend on having their Horses or Ponies carefully shod, on the latest improvements of Horse Shoeing.

T. E. HAWKINS,
No. 6 Duddell Street,
Hongkong.

SAIL MAKING!!
WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in Duddell Street, and solicits the patronage of the Public.

Hongkong, April 29, 1899.

ESTATE OF LEEA-PONG.
NOTICE is hereby given that the Second and Final DIVIDEND of this Estate will be payable, at the rate of Two per cent. on all admitted claims, at the Office of Mr. C. LANGDON DAVIES, Public Accountant, Pedder's Wharf, from Wednesday, the 1st, until Friday, the 31st day of December next, inclusive; after the last mentioned date no claims can be received.

J. FAIRBAIRN,
Trustee for the Creditors of
Lee-A-Pong.
Hongkong, November 13, 1899.

NOTICE.
SHIPS PROTESTS, Extended Protest, and other Documents translated from French, Spanish, Italian, Portuguese or German.

Documents translated from or into OHLENSIE.
Address, "Translation," care of China Mail Office.
Hongkong, December, 1899.

SPANISH CONSULATE.
TENDERS will be received at this Consulate for the SERVICE of the MAIL STEAMERS between SINGAPORE and MANILA.

The conditions can be seen at the Office of this Consulate.
Hongkong, October 19, 1899.

THE CHINA & JAPAN MARINE INSURANCE COMPANY.
CAPITAL, 1,500,000 TAELS SHANGHAI SYCEE IN 3,000 SHARES OF 500 TAELS EACH.
Paid up Capital, Tls. 300,000, or Tls. 100 PER SHARE.

COURT OF DIRECTORS.
F. A. GROOM, Esq., of Messrs. Glover, Dow & Co.
W. JACKSON, Esq., of Chartered Mercantile Bank of India, London and China.
R. W. LITTLE, Esq., of Messrs. Little & Co. T. PROBERT, Esq., of Messrs. Wm. Pustau & Co.
J. B. ROBERTSON, Esq., of Messrs. Bull, Puckett & Co.
J. F. H. TRAUTMANN, Esq., of Messrs. Trautmann & Co.

HEAD OFFICE, SHANGHAI.
SECRETARIES, pro tem, Messrs. TRAUTMANN & Co.
COUNSEL TO THE COMPANY,
N. J. HANNIN, Esq., Barrister at Law.

LONDON.
COMMITTEE OF THREE DIRECTORS,
Agents, Messrs. BOYD, BENSON & Co.

IN HONGKONG, Messrs. Wm. PUSTAU & Co.
HANKOW, F. MAJOR, Esq.
FOOCHOW, Messrs. JOHN FORSTER & Co.
YOKOHAMA, Messrs. ARFINDAL, CORNER & Co.

SINGAPORE, Messrs. HARRISON, SMITH & Co.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one. The Net Profits will be divided every year as follows: 20 per cent will be returned as Bonus to all Contributors of business, rateably in proportion to the amount of Net Profits contributed. Interest at the rate of 12 per cent per annum on the paid up Capital will be paid to the Shareholders, and the Balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls. 300,000, the Net Profits will be divided as follows: 30 per cent to all Contributors of Business; 20 per cent to the Reserve Fund; and 50 per cent to the Shareholders.

The Funds will be in the hands of the Directors, both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.

Messrs. TRAUTMANN & Co. will officiate as Secretaries till 31st December, 1879, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.

For Forms of Application for Shares, and Copies of the Deed of Settlement, apply to the undersigned.

TRAUTMANN & Co.,
Secretaries, pro tem,
Shanghai, November 23, 1899.

New Advertisements.

NOTICE.
In the Estate of
HENRY DAVIES MARRISON, Deceased.

LETTERS of Administration with the Will annexed of the Estate of HENRY DAVIES MARRISON, late of Hongkong and Macao, Merchant, deceased, having been granted by the Supreme Court of Hongkong in its Probate Jurisdiction to the Undersigned as Attorneys for the Executors, all persons indebted to the said Estate are hereby required to pay the amount of their debts to the Undersigned without delay, and all persons having claims against the said Estate are required to send in particulars of their claims with vouchers to the Undersigned (addressed to the care of T. G. LESTER) on or before the Thirtieth day of June next, after which date no claims will be admitted.

Dated the third day of December, A.D. 1899.

W. KESWICK,
T. G. LESTER,
Administrators.

THE MACDONNELL PATENT SLIP.

WEST POINT.

THIS SLIP is now available for Docking Vessels of 1500 Tons and under, and for all work connected therewith.

There is also a first class Steam Saw Mill, Planing, Moulding, and Joining Machine on the premises which effect a great saving of time in the execution of work.

Spar, Timber, and all requisite materials for the repair of Wood and Iron Ships constantly on hand.

A. McDONALD & Co.,
Proprietors,
Hongkong, November 27, 1899.

IN consequence of an announcement made by Mr. KELLY on the night of the last performance at the Garrison Theatre—that the Amateurs 70th Regt. would appear again on Saturday Evening, I beg to state for the information of the Play-going Public that Mr. Kelly had no authority to make the announcement, and that no further performance will take place at the above Theatre until further notice.

W. GODFREY, Cr. Surg.,
President.
Hongkong, November 27, 1899.

LATEST SHIPPING.

ARRIVALS.

Dec. 22, E. H. Friedrich, Aust. Frigate, 1260, De Pitter, Shanghai, Dec. 17.

Dec. 22, H. M. S. Adventure, 1765, H. T. Raby, V.C., Swatow, Dec. 21.

Dec. 22, Rona, British steamer, 784, Hutchison, Shanghai, Dec. 19, General—Wm. PUSTAU & Co.

Dec. 22, Evening Star, Siam. barque, 340, Edlsson, Cheloo, Dec. 11, General—Chinese.

Dec. 22, Odeise, Danish 3-mast schr. 249, Boysen, Bangkok, Nov. 18, 5300, peccis Rice—JOHN BURN & Co.

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MORRIS'S DIRECTORY FOR CHINA, JAPAN AND THE PHILIPPINES, Etc.

PRICE 3s.

THIS Work now issued for the second time, will be placed before the Public as early in January next as possible, and will contain the same information as the First Edition.

Orders are respectfully solicited by
MORRIS & CO.,
Publishers,
Wellington Street,
Hongkong, December 6, 1869.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, DEC. 22, 1869.

His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor of Hongkong, Vice Admiral, etc., this morning did himself the honour of entertaining at breakfast General Thomas Thurnham and suite. The entertainment was given at Government house, and the American Consul was present. In the absence of any journal devoted to fashionable intelligence, we venture to record this fact, and we do so purely in the interests of fashionable society. We are not aware that there is anything in the world of Hongkong that is at present more deserving of notice. It is the most remarkable event since the Prince has departed, and His Excellency has no doubt been delighted at finding himself equally "at home" with a Prince as with a quartette of dwarfs. His Excellency has a wide range of social comprehension.

We give equal prominence to the fact that General Thurnham and his suite performed in the City Hall last night, and the performance was an amusing one—thanks, we are bound to say, to Commodore Nutt, whose eccentricities were extremely diverting. The performance will be repeated this evening, and on other evenings (vide advertisement). His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor, etc., etc., having had Tom Thurnham and his suite to breakfast, the little people will necessarily become great. His Excellency is fortunate. It has fallen to his lot to entertain a British Prince and some American Dwarfs. Happy Sir Richard!

LOCAL.

This Adventure came in this afternoon. Among the passengers were Sir Rutherford and Lady Alcock, and Miss Lowder, and Messrs Connolly, Secretary to Legation; Lowder, Private Secretary; Boyce, Board of Works. The Adventure was left for Canton with Sir Rutherford on board.

By our Shanghai flies per *Roya*, we find the printed copy of the Revised Treaty given in the Courier. The document is too lengthy for publication to-night; but it will appear as early as convenient. Supplementary rules and tariff are also given, which will be noticed in due time.

Tai salutes, or rather minute guns, fired off to-day, are the official record of respect paid to the memory of ex-President Franklin Pierce, who filled the presidential chair from 1853 to 1857, and died some months ago. Most of the English, and all the American, flags were at half-mast.

This being Christmas Day amongst the Chinese, the loose holiday feeling begins to come over the natives, and they now openly explain the "situation" by saying in general terms that it is a "holiday."

At the Magistracy this morning, a boy belonging to the Hongkong Hotel was suspected on suspicion of having cut open a travelling bag and stolen therefrom the sum of \$243, while the owner was at breakfast yesterday. Mr May, in a few remarks addressed to the Chinese lessees of the Hotel, gave them to understand that, if greater care and caution were not observed towards foreigners resident there, the chances would go against them of having the license continued. The case was remanded.

SUMMARY JURISDICTION COURT.

(Before the Hon. J. G. WATTS.)
Dec. 22, 1869.

F. Dagenen v. Leong A. Chune, \$384.50, for yellow metal sold and delivered. Mr Hazledine appeared for plaintiff. As the defendant failed to appear, judgment was given against him.

W. Gardner v. Ullmann, \$13.00, for refreshment supplied and for damages for tearing a coat. The plaintiff is proprietor of the Hamburg Tavern, and the defendant came to his tavern and asked for a drink of beer, after which he said to the plaintiff, "Why don't you go to my shop and buy a suit of clothes, as I have a many fine cloth exposed for sale." He seized hold of the plaintiff's sleeve as he was saying this and tore the coat. The defendant simply played that when he was passing by the plaintiff's door, he was invited in to have a drink, which he at the same time paid for; after some conversation had passed between them, he just put his hand on the plaintiff's shoulder and did not know how it was torn; it might have been done by the slightest touch; he denied having assaulted the plaintiff. A witness was produced by plaintiff who simply corroborated the above statement.

His Honor said, as regarded the refreshment supplied, that he had no doubt the

defendant must be paid for it; as to the damage to a coat he was perfectly satisfied upon hearing the evidence of the plaintiff and his witness, who deposed in the plain case possible way, and on which he was inclined to place full evidence.

Judgment was given for the plaintiff.

J. B. Holland v. J. McCallum, \$30, for painting one tram pany. Decree for plaintiff.

Judawun v. Abdul Kader \$15.00, for money loan association.—His Honor said that, as there was no writing of any kind produced by the plaintiff in proof of his case, it was consequently dismissed.

The Colonial Treasurer v. Ho-shoo, \$10, for spirit license. Defendant did not appear, and judgment was given for plaintiff.

THE DOUGLAS CHALLENGE CUP.

Monday's steady breeze held well on Tuesday, and at six o'clock in the morning the weather looked of that thoroughly breezy, bracing and settled description which is best calculated to gladden the heart of an enthusiast in yachting. The course was as follows:—Through the West Lamma Channel and south of Lantau to a marked vessel moored off the entrance to the harbor, leaving her on the starboard hand; thence back to Hongkong, again passing south of Lantau, and past the Fort William, leaving her on the starboard hand. The boats were all in position, and everything was in nice trim—fine "ship" shape "yacht" shape—by the time fixed on for the start, viz., seven o'clock; but there was, as there most commonly is, a difficulty to contend against. While the yachts were all lying in position waiting the arrival of the Starter's steamer—grazing their teeth, no doubt, as each fresh rush of the fine steady breeze passed on, and bemoaning the fact that they could not catch it and get away—the steam-yacht *Little Orphan*, set apart for the use of Captain Purchas, Judge and starter, was making vain efforts to get up the solitary pound of steam, and failing most hopelessly in that laudable endeavor. At 7.30, the Starter arrived in his gig to see what was amiss; and on finding the manner in which the *Little Orphan* had deceived him and every one interested in the race, he proceeded without further loss of time to start the yachts in his six-oared gig. By this time it was eight o'clock; and the yachts were sent away by a musket shot exactly at 8.05.30.

Now, as the start was very nearly the only movement of the yachts which could be discerned by those who accompanied the yachts in the *Little Orphan*, we may as well be particular in the description of that part, noting only by the way that this portion of the race was visible to the reporters solely owing to the courtesy of Captain Purchas. Eight yachts started, viz., *Waves*, *Mystery*, *Adelaide*, *Nemesis*, *Scotia*, *Moquito*, *Leiter*, and *Waves*. Almost before the smoke had left the starting musket, the *Adelaide* had moved away with her mainmast full, and with her fair start was the leading boat for a considerable time. *Mystery* got away next in turn, and shaping in the same direction as the *Adelaide*, kept close up for a good distance, and then appeared to compete closely for the first place. Meanwhile, *Nemesis* had got round and was heading along towards the smaller cutter, and the *Scotia*, which was in a most rapid and yacht-like style. *Scotia* also had slipped away very prettily, and when she had fairly got hold of the wind she stood up as well to it in her new rig as ever she did under her old Celestial canvas, and looked more like a thoroughly national craft than ever she did before: she sailed well, too, and may sail better by further improvements. *Leiter*, as usual, loitered a little, and was some time in getting way on her; but after she once settled down to her work, she went through the water very steadily, and maintained her position well. *Moquito*, on getting round, made a very fair start, and began the race in a most business-like steady way, moving off without a single moment's loss of time. *Nemesis* was detained in some way or other, and did not get away at all well; besides, on getting round, she seemed to go too near the Kowloon side, and was behind the others in catching the full benefit of the wind. *Waves* again squandered some three or four minutes, apparently in an unsuccessful effort to take her anchor with her, and as a matter of course she was last in getting fairly round and fairly off.

Having "accompanied the yachts" thus far, the Judge and party returned to the steamer, but the powerful little tug-boat was as powerless as ever; and it was not until three minutes after nine (almost an hour after the yachts) that enough steam was expressed from the bad coal on board to enable us to get down the harbor. On getting a little way past Green Island, a stoppage was necessary in order that the steam might be coaxed and nursed up to 10 or 15 lbs., and another hour was pushed forward two or three miles on our way towards "accompanying the yachts"—which sailing machine, by the way, had been beyond the reach of the most powerful binocular on board ever since the start at eight o'clock. The Judge and his party, it ought to be mentioned, were favored by a glimpse of the sails of the various yachts in the race when they were somewhere in the vicinity of Lantau; but as to which was first, who had fouled or had been fouling, or who required assistance—these interesting questions had to be pigeon-holed for further inquiry.

There was ample leisure on board for viewing the surrounding sea and the surrounding scenery; but as the scenery has been fully described before, and this is a description of a yacht race as seen from the Judge's steamer, it is unnecessary to mention the differently-rigged funnels and fishing-boats we passed or "accompanied" during the cruise. The U.S.S. *Delaware*, however, was a sight worth looking at, as she stood out on a sort of a "yacht" race, and from her courses it at one time appeared that she might have been the craft originally intended to accompany the yachts. She looked afterwards, like going round the island, and we looked like going an average of two knots an hour. A schooner was observed in the distance, and as the other yachts had been observed to disappear under a certain pile of land, an enthusiast who had staked a pile against the schooner, declared it to be the *Leiter* and the last boat. It turned out to be the Government schooner *Victoria*, and the enthusiastic backers of the racing schooner rejoiced that they had mistaken one *Leiter* for another.

It has been said that nothing is impossible, and that steam has been, or might be, manufactured out of anything belonging to the mineral kingdom; and it must be said that this was fully illustrated by the result produced by the burning of a certain or uncertain mineral denominated coal on board the tug steamer yesterday. Those who ought to have known, except the mineral by all the names possible, the one which it ought to have deserved; and it was put down at last as one of those things that "no fallah could understand." The smoke, too, was apparently peculiarly varying hues, changing from bright yellow to dark green. But perseverance overcame difficulty, and it did so in this case. Heat applied to water for a sufficient length of time is bound to produce steam, and even bad coal will often triumph in time. The Engineer had been at it since four o'clock in the morning; he had made what the indicator called "0.2" in four hours, and "7" (lbs.) in five; but the heat in the furnaces at last so increased that the indicator, as well as 21 lbs. were indicated. But the engine, the moment it started again, would waste so much that the indicator ran down faster than it had struggled up; and the halts were many and disappointing.

On rounding Lantau, the first boat we could hail with certainty was the *Mystery*, which was shaking helplessly in the wind, and seemed a good boat for last place. Next came the *Waves*, *Nemesis*, and *Adelaide*—counting the one further away from the Maipo boat first in order; the other four were ahead. *Nemesis*, getting beat, went into a streak of wind from the S.E.; and here also a splendid race was sailed between the *Waves* and *Nemesis*, they being neck and neck for some time. The *Mystery* also caught a breeze about this time, and came up at a rattling pace, though a long way astern. *Nemesis* now, with a spanking breeze, stretched away a long distance ahead of the three last-named boats, on the angle which is most dangerous to her opponents. At this time the *Little Orphan* was slowing towards Maipo road, and was about a mile from the Russian ship *Nemesis*, which was used as the turning point for the yachts. The *Little Orphan* could be seen leading, with breeze light, and all sail set; followed by the *Scotia*, *Leiter*, and *Adelaide*. With the breeze which had brought up the three big cutters—*Waves*, *Nemesis*, and *Adelaide*—the boats now got round the Maipo boat in fine style. *Moquito* rounded beautifully, at 8.54.0, and leaving over to it, came "tipping" along straight for Lantau. *Scotia* was next, at 8.52.30, but found it very difficult to shorten the distance between her and the little leading boat. Ten minutes after the *Scotia* rounded came the schooner (3.52.30); and she was followed by the *Adelaide* at 4.1.0. At 4.24.0, after a splendid run of an hour and a half, the *Nemesis* rounded, and the *Adelaide*, passed the smaller cutter, and the *Scotia*, which means while had been overhauled by the schooner. The flood tide was sweeping round the south end of Lantau, and the *Moquito* and *Scotia* made for the cover under the land, while the *Leiter* and the *Nemesis* would be better able to weather the point by a straighter course. *Nemesis* rounded the stake-boat at 4.51.30; and *Waves* getting round at 4.53.0, a good race again took place between these two boats, in which the *Waves* appeared to have the advantage when the *Moquito* prevented further observations. *Mystery* rounded at 5.20.0; and from about this time very little was seen of the yachts.

As no reliance whatever could be placed upon the steam-generating power of the coal supply on board, it was deemed advisable that the tug would proceed slowly homewards; and as the breeze had nearly died away, and no necessity was likely to arise for the tug's services—a somewhat fortunate circumstance, by the way, as she was not in a position to stay time to have rendered any assistance to any one—she steamed towards the goal was the order given, and obeyed. The *Little Orphan* arrived at the Fort William a few minutes before eleven, and as the moon was at the full, the prospect was much more pleasant than the results of the day had been in the engineer's department, or rather in the stake-boat. It must be said, however, that the tug was not in a position to have rendered any assistance to any one—she was not in a position to stay time to have rendered any assistance to any one—she steamed towards the goal was the order given, and obeyed. 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MORRIS'S DIRECTORY FOR CHINA, JAPAN AND THE PHILIPPINES, Etc.

PRICE \$3.

THIS Work now issued for the second time, will be placed before the Public as early in January next as possible, and will contain the same information as the First Edition.

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THE CHINA MAIL.

HONGKONG, WEDNESDAY, DEC. 22, 1869.

His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor of Hongkong, Vice Admiral, etc., this morning did himself the honour of entertaining at breakfast General Thomas Thum and his suite. The entertainment was given at Government house, and the American Consul was present. In the absence of any journal devoted to fashionable intelligence, we venture to record this fact, and we do so purely in the interests of fashionable society. We are not aware that there is anything in the world of Hongkong that is at present more deserving of notice. It is the most remarkable event since the Prince has departed, and His Excellency has no doubt been delighted at finding himself equally "at home" with a Prince as with a quartette of Dwarfs. His Excellency has a wide range of social comprehension.

We give equal prominence to the fact that General Thomas Thum and his suite performed in the City Hall last night, and the performance was an amusing one—thanks, we are bound to say, to Commodore Nutt, whose eccentricities were extremely diverting. The performance will be repeated this evening, and on other evenings (vide advertisement). His Excellency Sir Richard Graves MacDonnell, K.C.B., Governor, etc., etc., having had Tom Thum and his suite to breakfast, the little people will necessarily become great. His Excellency is fortunate. It has fallen to his lot to entertain a British Prince and some American Dwarfs. Happy Sir Richard!

LOCAL.

The Adventure came in this afternoon. Among the passengers were Sir Rutherford and Lady Alcock, and Miss Lowder, and Messrs Connolly, Secretary to Legation; Lower, Private Secretary; Boyce, Board of Works. The Adventure has left for Canton with Sir Rutherford on board.

By our Shanghai files per *Rosa*, we find the printed copy of the Revised Treaty given in the Courier. The document is too lengthy for publication to-night, but it will appear as early as convenient. Supplementary rules and tariff are also given, which will be noticed in due time.

Ten salutes, or rather minute guns, fired off to-day, are the official record of respect paid to the memory of ex-President Franklin Pierce, who filled the presidential chair from 1853 to 1857, and died some months ago. Most of the English, and all the American, flags were at half-mast.

SUMMARY JURISDICTION COURT.

(Before the Hon. J. O. WATTS.)
Dec. 22, 1869.

R. Degener v. Leung A. Chune, \$394 60, for yellow metal sold and delivered. Mr. Hazland appeared for plaintiff. As the defendant failed to appear, judgment was given against him.

W. Gardner v. Ullmann, \$13.00, for treatment supplied and for damages for leaving a coat. The plaintiff is proprietor of the Hamburg Tavern, and the defendant came to his tavern and asked for a drink of beer, after which he said to the plaintiff, "Why don't you go to my shop and buy a suit of clothes, as I have so many things clothing exposed for sale." He seized hold of the plaintiff's sleeve as he was saying this and tore the coat. The defendant simply pleaded that when he was passing by the plaintiff's door, he was invited in to have a drink; that he at the same time paid for; after some conversation had passed between them, he put his hand on the plaintiff's shoulder and did not know how it was torn; it might have been done by the slightest touch; he denied having assaulted the plaintiff. A witness was produced by plaintiff who simply corroborated the above statement.

His Honor said, as regarded the retreat, he supplied, that he had no doubt the

defendant must be paid for it; as to the damage of a coat he was perfectly satisfied upon hearing the evidence of the plaintiff and his witness, who deposed in the plaintiff's possible way, and on which he was inclined to place fullest evidence.

Judgment was given for the plaintiff.

J. B. Holland v. J. McCallum, \$30, for painting one transiency. Decree for plaintiff.

Judawun v. Abdul Kader, \$15.00, for money loan association.—This Honor said, as there was no writing of any kind produced by the plaintiff in proof of his case, it was consequently dismissed.

The Colonial Treasurer v. Ho-ate, \$10, for spirit license. Defendant did not appear, and judgment was given for plaintiff.

THE DOUGLAS CHALLENGE CUP.

Monday's steady breeze held well on Tuesday, and at six o'clock in the morning the weather looked of that thoroughly breezy, bracing and settled description which is best calculated to gladden the heart of an enthusiast in yachting. The course was as follows:—Through the West Lamma Channel and south of Lantau to the Maeco Harbor, leaving her on the starboard hand, thence back to Hongkong, again passing south of Lantau, and past the Fort William, leaving her on the starboard hand. The boats were all in position, and everything was in nice trim—fine "ship" shape, "yacht" shape, by the time fixed on for the start, viz., seven o'clock; but there was, as there most commonly is, a difficulty to contend against. While the yachts were all lying in position waiting the arrival of a "marker" steamer—gaining their teeth, no doubt, as each fresh rush of the fine steady breeze passed on, and bemoaning the fact that they could not catch it and get away—the steam-tug *Little Orphan*, set apart for the use of Captain Purohas, judge and starter, was making vain efforts to get up a solitary pound of steam, and failing most hopelessly in that laudable endeavor. At 7:30, the Starter arrived in his gig to see what was amiss; and on finding the manner in which the little *Orphan* had deceived him and every one interested in the race, he proceeded without further loss of time to start the yachts in his six-oared gig. By this time it was eight o'clock; and the yachts were sent away by a musket shot exactly at 8:05:20.

Now, as the start was very nearly the only movement of the yachts which could be discerned by those who accompanied the yachts in the *Little Orphan*, we may as well be particular in the description of that part, noting only by the way that this portion of the race was visible to the reporters solely owing to the courtesy of Captain Purohas. Eight yachts started, viz., *Wave*, *Mystery*, *Adelaide*, *Nemesis*, *Scotia*, *Mosquito*, and *Loiterer*. Almost before the smoke had left the barrel of the starting musket, the little *Adelaide* had moved away with her mainmast full, and with a considerable time. *Mystery* got away next in turn, and shaping in the same direction as the *Adelaide*, kept close up for a good distance, and then appeared to compete closely for the first place. Meanwhile, *Nemesis* had got round and was blowing along, favourably having fairly caught the wind in her sails in a most rapid and yacht-like style. *Scotia* also had fairly got hold of the wind, and when she had fairly got hold of the wind, she stood up as well to it in her new rig as ever she did under her old Celestial canvas, and looked more like a thoroughly national craft than ever she did before: she sailed well, too, and may sail better by further improvements. *Loiterer*, as usual, loitered a little, and was some time in getting way on her; but after she once settled down to her work, she went through the water very steadily, and maintained her position well.

Mosquito, on getting round, made a very fair start, and began the race in a most business-like steady way, moving off without a single moment's loss of time. *Nemesis* was detained in some way or other, and did not get away at all well; besides, on getting round, she seemed to go too near the Kowloon side, and was behind the others in catching the full benefit of the wind. *Wave* again squandered some three or four minutes, apparently in an unsuccessful effort to take her anchor with her, and as a matter of course she was last in getting fairly round and fairly off.

Having accompanied the yachts thus far, the Judge and party returned to the steamer, but the powerful little tug-boat was as powerless as ever; and it was not until three minutes after nine (almost an hour after the yachts) that enough steam was expressed from the bad coal on board to enable us to get down the Harbor. On getting a little way past Green Island, a stoppage was necessary in order that the steam might be coaxed and nursed up to 10 or 12 lbs., and another hour saw us pushed forward two or three miles on our way towards "accompanying the yachts"—which sailing machine, by the way, had been beyond the reach of the most powerful binocular on board ever since the start at eight o'clock. The Judge and his party, ought to be mentioned, were favored by a glimpse of the sails of the various yachts in the race when they were somewhere in the vicinity of Lantau; but as to which was first, who had fouled or had been fouling, or who required assistance—these interesting questions had to be pigeon-holed for further inquiry.

There was simple leisure on board for viewing the surrounding sea and the surrounding scenery; but as the scenery has been fully described before, and this is a description of a yacht race as seen from the Judge's steamer, it is unnecessary to mention the differently-rigged junk and fishing-boats we passed or "accompanied" during the cruise. The U.S.S. *Delaware*, however, was a sight worth looking at, as she stood out to sea on a sort of ruder-testing cruise; and from her course it at one time appeared that she might have been the craft originally intended to accompany the yacht. She looked, afterwards, like going round the island, and we looked like going an average of two knots an hour. A schooner was observed in the distance, and as the other yachts had been observed to disappear under a certain pile of land, an enthusiast who had stalked a pirate against the schooner, declared it to be the *Loiterer* and the last boat. It turned out to be the Government schooner *Victoria*, and the enthusiastic backers of the racing schooner rejoiced that they had mistaken one *Loiterer* for another.

It has been said that nothing is impossible, and that steam has been, or might be,

manufactured out of anything belonging to the mineral kingdom; and it must be said that this was fully illustrated by the result produced by the burning of a certain or uncertain mineral denominated coal on board the tug-steamers yesterday. Those who ought to have known, called the mineral by all the names possible except the one which it ought to have deserved; and it was put down at last as one of those things that "no fallah could understand." The smoke, too, was apparently of peculiarly varying hue, changing from bright yellow to dark green. But perseverance overcame difficulty, and it did so in this case. Heat applied to water for a sufficient length of time is bound to produce steam, and even bad coal will often triumph in time. The Engineer had been at it since four o'clock in the morning; he had made what the indicator called "0" in four hours, and "7" (lbs.) in five; but the heat in the furnaces at last so increased that even 10, 15, and as much as 21 lbs. were indicated. But the engine, the moment it started again, would waste so much that the indicator ran down faster than it had struggled up; and the halts were many and disappointing.

On rounding Lantau, the first boat we could hail with certainty was the *Mystery*, which was shaking helplessly in the wind, and seemed a good boat for last place. Next came the *Wave*, *Nemesis*, and *Adelaide*—counting the one that was away from the Maeco boat first in order, the other four were ahead. *Nemesis*, getting becalmed, was passed with a rush by the *Nemesis*, who got into a streak of wind from the S.E.; and here also a splendid race was being fought between the *Wave* and *Nemesis*, they being neck and neck for some time. The *Mystery* also caught a breeze about this time, and came up at a rattling pace, though a long way astern. *Nemesis*, now, with a breeze, was making a long dash, and was ahead of the three last-named, lying on the angle which is most dangerous to the opponents. At this time the *Little Orphan* was slowing towards Maeco roads, and was about a mile from the Russian ship *Nemesis*, which was used as the turning post for the yachts. The little *Mosquito* could be seen leading, with breeze light, and all sail set; followed by the *Scotia*, *Loiterer*, and *Adelaide*. With the breeze which had brought up the three big cutters—*Wave*, *Nemesis*, and *Adelaide*—the boats now got round the boat in due style. *Mosquito* rounded beautifully at 3:40, and leaving over to it, came "applying" along straight for Lantau. *Scotia* rounded at 3:42:30, but found it very difficult to shorten the distance between her and the little leading boat. Ten minutes after the *Scotia* rounded came the schooner (3:52:30) and she was followed by the *Adelaide* at 4:10.

At 4:24:0, after a splendid run of an hour and a half, the *Nemesis* rounded, and hurried along, and made after the *Scotia*, which meanwhile had been overhauled by the schooner. The flood tide was sweeping round the south end of Lantau so that the *Mosquito* and *Scotia* made for the cover under the land, while the *Loiterer* and the *Nemesis* would be better able to weather the point by a straighter course. *Nemesis* rounded the stake-boat at 4:31:30, and *Wave* getting round at 4:35:0, a good race again took place between those two boats, in which the *Wave* appeared to have the advantage; and the dusk prevented further observations. *Nemesis* had got round at 4:30:0, and from about this time very little was seen of the yachts.

As no reliance whatever could be placed upon the steam-generating power of the coal-supply on board, it was deemed advisable that the tug would proceed slowly homewards; and as the breeze had nearly died away, and no necessity was likely to arise for the tug's services—a somewhat fortunate circumstance, by the way, as she was not in a position at any time to have rendered any assistance to any one—slow steaming towards home was the order given, and obeyed. The *Little Orphan* arrived at the Fort William a few minutes before eleven, and as the moon was at the full, the prospect was much more pleasant than the result of the day had been in the engineer's department, or rather in the stake-hole. It must be said, however, in this disagreeable connection, that Captain Benning and the Engineer in charge did all that mortal men and bad coal could possibly have accomplished; and it would seem that the fault lies at other doors than these. The kindness and courtesy of the Captain of the tug were everything that could be desired; and it was apparent enough that the Engineer and his men had a hard time of it. It is an old saying and a true one, that "you can't get blood out of a stone."

The boats appear to have done very little during the later and smaller hours, and it was not until six o'clock that the first boat—the little *Mosquito*—began to feel or see her way homeward with anything like certainty. The *Adelaide*, as was easily discernible from the tug-boat, could not face the flood-tide, and she took a course homeward, north instead of south of Lantau, getting to the Fort William at 6:43:30, and spreading dismay all around her. But it must in fairness be stated that there was not the slightest intention to do so, for all the Europeans had left the yacht, and none but natives had been left to see her home. The first boat which came south of Lantau was the *Mosquito*, the nine-tonner, which was admirably sailed and which for her size is the prettiest little boat of the fleet. She, having done all the running previously, almost drifted up to the Fort William at 8:24:45, at which time she was declared by the Judge to be the winning boat. Immediately on this little point having been officially arranged, we understood that permission was given by the Judge that the winning boat should be towed towards Kowloon; which being done, has given rise to some rather misplaced "chaff" on the part of some. Seeing that the little winner had an allowance of 15 minutes from the *Nemesis* (2nd boat), 11 minutes from the *Scotia* (3rd boat), and 41 minutes from the *Loiterer* (4th boat), this appeared somewhat like "sour grapes." The *Nemesis* reached the goal at 9:01:39, and the *Scotia* followed at 9:10:25; the *Loiterer* arriving at 9:18:35.

It is understood that a second prize had been arranged for yachts under 15 tons; but as the entries on this occasion were only two; while the stipulation was that three should start, there will be no second prize. Besides, the smallest boat entered won the Challenge Cup—an event most unexpected and not by any means looked for when the second prize was thought of. There may be a second Challenge Cup; but that is more than we can say. The Cup on this occasion has been won for one year by one of the smallest yachts in the fleet, and by the

boat which we have more than once called the "plucky little *Mosquito*," and we may congratulate all concerned on the triumph thus fairly and honestly achieved. The *Nemesis* did not appear fully to calculate the strength of her antagonists in this race; and she consequently gains second place by less than one minute (46 seconds). The *Scotia*, though she sailed well and stood up well to her canvas (we think rather too well), has not fully justified her change of rig, and must have another trial ere she can fully justify the transformation. The *Loiterer* sailed better this time than she has yet done, and had the start been made at the fixed time, she (as well as the others) would have had a better chance, as she was overhauling the leading boat, when the wind fell away. The *Nemesis* sailed well, and the *Wave* had enough to do to hold her own; although, of course, it is very difficult to say which is the better boat until one takes into consideration the accidents or incidents of a race. The Challenge Cup, it must be remembered, has been again only half-won, as the *Wave* took it last year.

MR GEORGE PEABODY.

(Times, Nov. 5.)

Very many of our readers will learn with regret to-day that the great modern philanthropist whose name is so familiar to both Englishmen and Americans is no more; he died last night, (Nov. 4) in Eaton square, honoured and esteemed by multitudes besides those who enjoyed the privilege of his personal acquaintance.

It is not often that a self-made man, however successful, makes a fortune of a million sterling; and it happens less often still that the maker of such a fortune has the heart and the will to bestow the half of it in his lifetime on philanthropic works in his own country or in that of his adoption. And yet this is what Mr George Peabody has done. To say nothing of immense benefactions to Harvard University, to the Southern Educational Fund, and to charities in his native State of Massachusetts, the exact amount of which was probably known to no one but himself, the deceased gentleman bestowed on the poor of London upwards of a quarter of a million of money, in three instalments, within the last few years, to be laid out for their benefit under the control of a body of trustees, of whom Lord Stanley—now Lord Derby—has been a prominent and active member.

A native of Danvers, in Massachusetts, George Peabody was born on the 18th of February, 1796. His father, though originally in humble circumstances, was well descended, for he was proud to boast that he came of the old Pilgrim stock. Six generations back, one Francis Peabody, a Quaker, from Northamptonshire, or—according to another account—from St. Alban's, in Hertfordshire, crossed the Atlantic and settled in New England. He found a home at Topsfield, a small town in the heart of Essex, Massachusetts, where he built the first mill in the neighbourhood, and became an independent man. Not a few of the Peabodys have been since distinguished in Massachusetts for their moral worth and patriotism; and, considering the stern old Puritan stock from which they were sprung, it is not to be wondered at that some of them took a leading part in their neighbourhood on the side of liberty in the War of Independence, in which they bore arms, while others of the same name wrote and preached in advocacy of peace, temperance, and human brotherhood.

From a child George Peabody had toiled on his own exertions. At 11 he was apprenticed to a Mr. Sylvester Proctor, who kept a "grocery store" at Danvers. Here he spent four years, until the age of 15 he felt anxious to try his hand at business on a larger scale. With this object in view, after a year spent with his grandfather in Vermont, he joined his brother David in 1811 in a dry goods shop which he had opened at Newburyport. A fire, however, destroyed the greater part of the town, and among other houses that of the Peabodys, but George Peabody was not made of such stuff as to give way to despair, or even to despair. He remembered that he had an uncle, John Peabody, who had settled in the District of Columbia, and just as the youth was thinking of going to seek him out, the uncle sent him an invitation to come and join him. He did so, and soon became the leading spirit and the mainstay of the business intrusted to his hands. This was in May, 1831. War with England was close at hand. Two months later, a British fleet ascended the Potomac, and menaced the capital and its neighbouring forts. In this emergency, the young clerk, though not yet of age, joined a volunteer company of artillery, and did active duty for some months at Fort Mifflin; and to use the words of no military honour, at least he showed that he had within him the soul of a patriot and the nerve of a soldier.

Having spent two years in his uncle's service, we next find him attracting the attention of a Mr. Elisha Riggs, who invited him to join him in the dry goods trade, George Peabody transacting and managing the business, for which Riggs found the capital, and Peabody proved a most successful and satisfactory arrangement. In 1815 the house was removed to Baltimore; and seven years later its extended operations were such as to justify the establishing and opening of branches at Philadelphia and New York; and about the year 1830, by the retirement of Mr. Riggs, George Peabody found himself the senior partner, and the virtual director, of one of the largest of mercantile firms.

Having spent several years in managing the house in Baltimore, during which, we may remark, he was more than once charged for the State of Maryland, he resolved in 1837 to take up his abode in England. In that year he came to London, and, retiring a few years later from the American firm, he established himself in the City as a merchant and banker, in the American sense of the term, for he was scarcely a banker in the sense accepted here. "Like the Rothschilds and the Barings, he loaned money, charged drafts, bought stocks, and held deposits for customers; but he did not like the English bankers, pay out money." The magnitude of his transactions in that capacity, perhaps, fell short of one or two other great houses of the same class; but in honour, faith, punctuality, and public confidence, the firm of George Peabody and Co., of Warncourt, stood second to none.

Peabody had not been long in England when those untoward events occurred which shook American credit abroad, and brought up such reproach on the American name:—

obligations, and the failure of several of our moneyed institutions, threw doubt and distrust on the American securities. That great sympathetic nerve of the community, credit, as far as the United States were concerned, was for the time paralyzed. At that moment, and it was a trying one, Mr. Peabody not only stood firm himself, but he was the cause of firmness in others. His judgment commanded respect; his integrity won back the reliance which men had been accustomed to place upon American securities.

It is because Mr. Peabody, at that trying time, rose far above the mere financier—coming to the rescue with his true American heart as well as with his English purse and English credit—that he rose at once into the rank of public benefactors. Towards Maryland, his adopted State on the other side of the Atlantic, his services were of a special character. Under an Act of the Maryland Assembly he had been made in 1835 one of three Commissioners to negotiate a loan for the State. The loan was obtained, and the credit of the State, after suffering for a time, was restored. For his services in the affair Mr. Peabody declined all compensation, but, in 1848, he was rewarded by a special vote of thanks on the part of the Legislative Assembly.

At the time of the Great Exhibition of 1851 Mr. Peabody redeemed the good name of his countrymen by promptly supplying a sum of \$15,000 which was required in order to place the contributions of America in orderly array, and to save that country from putting in an appearance quite unworthy of its public and private enterprises. In June, 1852, the town of Danvers kept the centenary anniversary of its foundation. All Danvers observed the day as a public festival; a public dinner was given. Mr. Peabody was in England, and therefore could not be present in person, but in his letter of apology he enclosed a check for \$30,000 for educational purposes in his native town. This magnificent donation he subsequently followed up with others on a larger scale; and we believe that the "Peabody Institute" stands at Danvers as a lasting memorial of no less than \$500,000, bestowed by Mr. Peabody as a free gift during the donor's lifetime.

In 1852 we find Mr. Peabody's name brought before the public as a benefactor in another light; we mean as a generous contributor to the American expedition sent out to the Arctic regions in search of Sir John Franklin, under Dr. Elisha Kane. A private individual offered a vessel for the purpose on condition that Congress should make a grant of money in aid of the expedition; and when time ran on and Captain Grease seemed inclined to do nothing in the matter, Mr. Peabody provided the means for equipping the *Advance*. By this timely aid Dr. Kane was enabled to carry out his enterprise, and the name of "Peabody Land" will be found marked upon part of the northern shores which that gallant discoverer visited.

In 1857 Mr. Peabody paid a visit, after an absence of 20 years, to his native land. It is almost needless to say that he most gratefully received and warmly welcomed both at Danvers and at Baltimore, and that New York and Boston united in paying him honour. At Baltimore, the scene of his early mercantile successes, he resolved to repeat the benevolent experiment which he had made at Danvers, by giving \$500,000 for the purpose of establishing in the capital of Maryland a Literary and Scientific Institute, wholly unsectarian in its character. Besides this, Mr. Peabody's contributions to the American Southern Educational Fund, long since amounted to \$2,000,000, and for all we know may be possibly in excess of that sum.

But the deed by which his name will be longest remembered in this, his late adopted country, is his noble gift of a quarter of a million to the poorer classes of our great metropolis, which we have so often had occasion to mention in these columns, and which has already borne fruit by the erection of homes for the working classes in various parts of London. This act of "princely munificence," as it was styled by Her Majesty in an autograph letter which she addressed to Mr. Peabody, was one on which, at the time that it was made public, we commented as "wholly without parallel;" and now that more than two years have passed by, we can heartily exclaim, Her Majesty's happy expression, by remarking that it is an act "which will ever carry its best reward in the consciousness of having contributed so largely to the assistance of those who can so little help themselves as the poor of London."

All sorts of honours were offered to Mr. Peabody in recognition of his generosity; among others, that of "either a baronetcy or the Grand Cross of the Order of the Bath" by the Queen herself; but he declined them one and all, wisely contenting himself with the thought that he would be best remembered on both sides of the Atlantic as plain George Peabody. He supplemented this act of "princely munificence" as our readers will remember, last year, by a further donation of 100,000 for the same benevolent purposes.

One honour, and one honour only, England conferred upon the great benefactor of modern London—that of a statue, which was publicly inaugurated by the Prince of Wales so recently as July last, in the presence of the Lord Mayor, the Aldermen and citizens of London, the Governor of the Bank of England, the American Minister, and a host of distinguished personages. The statue, which, as most of our readers will remember, is close by the Royal Exchange, represents Mr. Peabody in a sitting attitude. The figure is the work of an American sculptor, Mr. Story. The City of London, about the same time, conferred its freedom on Mr. Peabody.

In concluding this memoir of the great philanthropist who has passed away from among us, we feel that we may be excused for repeating here our own words of hope and exhortation:—

"It is not, indeed, every who has a quarter of a million to give away, nor is it always the wisest or most charitable plan to intrust its administration to others. A stranger, who is unable personally to superintend the application of such gifts by intrusting them to his management, may be a very good thing, but he will bestow some of their spare time, as well as spare money, in giving their personal efforts to the improvement of the condition of their poorer neighbours. If every one would do but as much in his own immediate neighbourhood, according to his ability, as Mr. Peabody has done for a strange country, the condition of the poor would soon cease to present those sad and difficult problems which now mar the enjoyment of our highest prosperity. Mr. Peabody's name ought, in any case, to be always cherished in the gratitude of the public; and he will be remembered by all classes of our countrymen as, by act and by example, one of the greatest benefactors of the London poor."

THE HABIT OF FEAR.

(Saturday Review.)

The mind, like the body, contracts tricks and habits which in time become automatic and involuntary—habits of association, tricks of repetition, of which the excess is monomania, but which, without attaining to quite that extreme, become more or less masters of the brain and directors of the thoughts. And, of all these tricks of the mind, the habit of fear is the most insidious and persistent. It is seldom that any one who has once given in to it is able to clear himself of it again. However unreasonable it may be, the trick clings, and it would take an exceptionally strong intellect to be convinced of its folly, and learn the courage of common sense. But this is just the intellect which does not allow itself to contract the habit in the beginning; a coward being for the most part a waxy, weak kind of being with very little backbone, which is not meant by "fear" that which is physical and personal only, though this is generally the sole idea which people have of the word; but moral and mental cowardice as well. Personal fear, indeed, is common enough, and as pitiable as it is common; and we are ashamed to say that it is not confined to women, though naturally more preeminent with them than with men.

Morally this same habit of fear deteriorates, because it weakens and narrows the whole nature. To fear from following Luther's famous advice—Sin boldly, and leave the rest to God—their sin in their very fear, their unconquerable distrust. These are the people who regard our affections as snares, and all the forms of pleasure as so many waymarks on the road to perdition—who would narrow the circle of human life to the smallest point both of feeling and action, because of the sin in which, according to them, the whole world is steeped. They are guilty every where, high innocence not at all; their minds are set to the trick of terror, and fear of the power of the devil and the anger of God weighs on them like an iron chain from which there is no release. This is not so much from delicacy of conscience as from simple moral cowardice, for you seldom find these very timid people lofty-minded or capable of any great act of heroism. On the contrary, they are generally peevish, and often selfish; self-consideration being the talisman of their fears, though the cause is assigned to all sorts of pretty things, such as acute sensibilities, keen imagination, bad health, tender conscience, delicate nerves—to anything in fact but the real cause, a cowardly habit of fear produced by continual moral selfishness, by incessant thought of and regard for themselves. Nothing is so depressing as the society of a timid person, and nothing is so infectious as fear. Live with any one given up to an eternal dread of possible dangers and disasters, and you can scarcely escape the contagion, nor, however brave you may be, maintain your cheerfulness and faculty of faith.

Fearful folk are always on the brink of ruin. They cannot wait to see how things will turn before they despair, and they cannot hope for the best in a bad pass. They are engulfed in abysses that never open, and they die a thousand deaths before the supreme moment actually arrives. The smallest difficulties are to them like the straw placed crosswise, over which to wobble would pass, the beneficent action of time, either as a healer of sorrow or a revealer of hidden miseries, is a word of comfort that cannot reach them. They themselves, how true soever it may be for others, the doctrine that chances are equal for good as well as for bad is what they will not understand; and they know of no power that can avert the disaster, which perhaps is simply a possibility not even probable, or which their own fears only have arranged. If they are professional men, having to make their way, they are for ever anticipating failure for to-day and absolute destruction for to-morrow; and they bemoan the fate of the wife and children sure to be left to poverty by their untimely decease, when the chances are ten to one in favour of the apportioned three score and ten years. Life is a place of suffering here, and a place of torment hereafter; yet they often wish to die, reversing Hamlet's decision by thinking the mystery of unknown ills preferable to the reality of those they have on hand. Over such minds as these the vaticinations of such a prophet as Dr. Cumming have a peculiar power; and the accept his gloomy interpretations of the Apocryphal, with a faith as unquestioning as that with which they accept the Gospels. They have a predilection indeed for all terrifying prophecies, and cast the horoscope of the earth and foretell the destruction of the universe with marvellous exactitude. Their minds are a t to the trick of foreboding, and they live in the habit of hope, of resignation, or of careless good-humour and indifference. There is nothing to be done with them.

EMPLOYMENT OF WOMEN.—While the women of England and America are writing and talking, their black sisters in India are silently but rapidly placing themselves on an equality with man. A native female medical school has been established at Bareilly under the auspices of Dr. Corby and Baboo Gunga Pershad. The girl students are taught to have shown great quickness and aptitude for the study of medicine and to have made considerable progress. An application has been made for Government aid, with the view of carrying out the experiment on a larger scale. It is surprising that women in this country have not directed their attention towards becoming hair-dressers; the employment seems to be one peculiarly adapted for persons with fluent tongue and active fingers. They would also confer a benefit on the community at large by turning out the labour market of host of loquacious gauds, whose odious clacking forms an accompaniment to the clip clip of the scissors with which they trim the heads of their victims. The praise of washes and pomatums, the dribble of cold cream talk, in short the whole business of hair-cutting including that most objectionable pull down the back of the neck, would be much more tolerable from the hands and lips of women.

A WEDDING PRESENT.—The marriage of a popular American author was recently celebrated in New York. His principal gift to his bride consisted of a cabinet made of mother-of-pearl, ivory, and gold, containing love-letters received by him during his career. A New York paper is enabled to state that there were 3,796!

TOO SHALLOW.—A wealthy gentleman who owns a county seat nearly lost his wife, who fell into a river which flows through his estate. He announced the narrow escape to his friends, expecting their congratulations. One of them, an old bachelor, wrote as follows, "I always told you that river was too shallow."

For Sale.
PHOTOGRAPHIC VIEWS OF
Peking and its surroundings.
LANE, CRAWFORD & Co.
Hongkong, November 3, 1889.

A Full Size BILLIARD TABLE
by Sherwood, Calcutta, with
marking Board, Oues, Rests, Balls,
etc., complete.
LANE, CRAWFORD & Co.
Hongkong, November 3, 1889.

Just received, ex "Invincible,"
small Invoice of **Pitt's SODA**
WATER and LEMONADE.
THE VICTORIA DISPENSARY.
Hongkong, September 8, 1889.

FOR SALE.
Large and Powerful **GALVANIC**
BATTERY, of 80 cells, upon the
basis of Daniell's plan. It will make
strong electric Light. Chemicals, etc., com-
plete. To be seen at the "Albion Hotel."
Hongkong, October 23, 1889.

FOR SALE.
Ex Situ German and Cornmarketshires.
HAMPAGNE, Mar. Sauterne, Chablis,
Benj. and Eng. Perrier.
A few cases of superior **COGNAC**
(the Champagne).
Apply to **LANDSTEIN & Co.**
Hongkong, July 15, 1889.

FOR SALE.
Large and Powerful **GALVANIC**
BATTERY, of 80 cells, upon the
basis of Daniell's plan. It will make
strong electric Light. Chemicals, etc., com-
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Hongkong, October 23, 1889.

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Hongkong, October 23, 1889.

Intimations.
UNDER THE PATRONAGE OF HIS
EXCELLENCY THE GOVERNOR
AND
LADY MACDONNELL.
MR. W. P. FLOYD
BEGS to announce that he has Re-opened
his **PHOTOGRAPH GALLERY** at
the corner of Wyndham and Wellington
Streets, where he solicits the inspection of
his collection.
His Life size Photographic Portraits in
Water Colors or Oil.
Hongkong, August 7, 1889.

CONSULAR NOTIFICATION.
THE Undersigned, in pursuance of the
instructions of His Excellency Her
Britannic Majesty's Minister at Peking, on
Monday, the 14th June, 1889, took over
charge of British interests at the Ports of
Taswanfu and Takow, and entered on his
duties as Acting Consul.
WM. M. COOPER.
British Consulate,
Taswanfu, June 15, 1889.

DR. VARNUM D. COLLINS,
HOLDING a Diploma from the Philadel-
phia Dental College, resumes the
practice of his profession at Hongkong:
Office and Residence, 59, Wyndham Street;
but patients visited at their homes if de-
sired. All diseases of the teeth treated,
and artificial work inserted on gold, silver,
vulcanite and Allen's continuous gum.
Hongkong, June 14, 1889.

HONGKONG GENERAL CHAMBER
OF COMMERCE.
THE Market Circulars, prepared by the
Chamber, will in future be issued
late on the afternoon of the day preceding
the departure of the fortnightly P. & O.
Mail steamers. Subscribers are requested
to send for their copies between the hours
of 4 p.m. and midnight.
J. W. WOOD,
Club Chambers,
Hongkong, July 20, 1889.

CHRISTMAS MEATS.
THE Undersigned begs to inform the
Residents of Hongkong, that he will
supply for the Christmas Vacation Prime
Joint of BEEF, VEAL, and MUTTON,
on the most reasonable terms. CORNED
BEEF, HAMS, and TONGUES al-
ways on hand, and will be sent, freight free.
Any persons requiring joints will please
send their orders by first opportunity, ad-
dressed to
L. HUTCHINGS,
de26 Comptrolre, SWATOW.

PRIVATE BOARDING ESTABLISH-
MENT.
29, Elizabeth Road.
(FORMERLY THE SPANISH
CONSULATE).
THIS House commands a good view of
the whole harbor, and is comfortably
fitted with every convenience for the ac-
commodation of visitors and residents.
Private dinners supplied.
C. L. VOLCKMAN,
Proprietor.
Hongkong, October 5, 1889.

NOTICE.
IN THE ESTATE OF
DOUGLAS LAPRAIK, Deceased.
PROBATE of the last Will and Testa-
ment of DOUGLAS LAPRAIK, formerly
of Hongkong and lately of Acton, deceased,
having been granted to the Undersigned,
one of the Executors in the said Will named,
All persons indebted to the said Estate
are hereby required to pay the amount of
their debts forthwith. Persons having
Claims against the Estate are hereby re-
quired to send in particulars of their Claims
to the Undersigned, at the Office of Messrs
DOUGLAS LAPRAIK & Co., or to HENRY C.
CALDWELL, Esquire, Solicitor, on or before
the 31st day of January 1890, after which
date no Claims will be received or admitted.
Dated Hongkong, 9th day of July, 1889.
R. E. BAKER,
Executor.

SAYLE & Co.,
VICTORIA EXCHANGE,
HONG KONG.
HAVE RECEIVED EX MAIL STEAMER.
Large assortment of MILLINERY,
BONNETS, and HATS, of the
latest fashions.
A Choice assortment of SILK, MUS-
LIN, and GRENADINE, for Evening
Wear.
A fine assortment of new French FLOW-
ERS, HEAD-DRESSES and FEATHERS.
A large assortment of new TRIM-
MINGS and FRINGES in all colors.
Ladies' and Gentlemen's Kid GLOVES,
in white and colors, all sizes.
Gentlemen's Drab Shell and Felt HATS.
Blue and Green GOSSAMERS, etc.
DEAN & ESTABLISHMENT,
20, Fookhow Road, Shanghai.
Hongkong, February 3, 1890.

NAGASAKI PATENT SLIP.
THIS SLIP is now available for docking
ships of 1,200 Tons or under, and all
work connected therewith, as also in
the SHIPWRIGHTS, JOINERS, BOAT-
BUILDERS, SPAR-MAKERS, and gen-
eral departments in under experienced Eu-
ropean Superintendence. The SLIP has
been most substantially constructed, in a
perfectly land-locked and secure position,
and has been pronounced by competent au-
thority as equal to any existing works of
the same kind.
Charge, for three days, use of the Slip,
One Dollar per ton, and all labour, mate-
rial, &c., supplied on moderate terms. For
further information, apply to
GLOVER & Co.,
Nagasaki, Japan,
may21/90

THE "ONLY" BOWLING ALLEYS
IN HONGKONG!
UNDER THE PATRONAGE OF
H.R.H. THE DUKE OF EDINBURGH,
K.G., K.T.,
AND THE
OFFICERS OF H.M.S. GALATEA.
ORIENTAL BOWLING ALLEYS AND
BILLIARD SALOONS,
4, WELLINGTON STREET.
The Proprietor begs respectfully to an-
nounce that the lease to the Hongkong
Club has expired, and that the above es-
tablishment is now at the service of his nu-
merous patrons and the public generally,
also that he has two of the FINEST AMER-
ICAN BILLIARD TABLES ever imported
into Hongkong, made specially for him by
Messrs STRAUBE and HUENES, of California,
and which are available for use.
Wines and Spirits of the First Quality.
D. BROWNE, Proprietor.
Hongkong, November 17, 1889.

MORRIS & Co.,
ADVERTISERS,
NEWS AND COMMISSION AGENTS,
WELLINGTON STREET,
HONGKONG.
FRICKEL & Co
SHIP-CHANDLERS, SAILMAKERS,
GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
Queen's Road, HONGKONG.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO
KINGSFORD & Co., PICCADILLY
LONDON, AND 28, PLACE
VENDOME, PARIS)
ENGLISH AND FOREIGN
CHEMIST
VICTORIA DISPENSARY,
HONGKONG.
SHIPS' MEDICINE CHESTS
SUPPLIED & REFITTED.
Hongkong, May 1, 1887.

ANDREW MILLAR
HOUSE, SHIP, & STEAM-BOAT
PLUMBER,
COPPERSMITH & BRASSFOUNDER
No. 1, Queen's Road East
and Julia Lane.
Hongkong, October 28, 1888.

E. R. HANDLEY,
(LATE PATRONS & HANDLEY),
House and Ship Plumber,
Copper Smith, Zinc Worker, and
Gas Fitter,
16, Queen's Road West.
Hongkong, May 24, 1889.

PEARCE AND VINEY,
(Late of Grenville's Telegram Company.)
39 WILLIAM STREET, MELBOURNE,
TELEGRAPHIC, REPORTING, AND
GENERAL AGENTS.
AGENCIES IN ALL THE COLONIES,
At Galle, London, New York, &c.
BROWN, JONES & Co.,
UNDERTAKERS,
MONUMENTS and HEAD-STONES
ERECTED in the Best Style.
LEAD and METALLIC COFFINS, on
the Shortest Notice.
Apply at
Hollywood Road, Corner at Aberdeen St.
HOTEL DE FRANCE
A CANTON.
Services comfortable, price moderate.
20 Mai, 1889.

THE LONDON & CHINA EXPRESS.
Is published in London for the P. & O.
Co.'s and French Mails, and contains—
Summary of Home, Parliamentary, and
Foreign News.
Special Correspondence Letters from
Germany, Holland, &c.
Leading Articles on the principal inter-
ests of China.
Digest of Home Opinions on China Sub-
jects.
List of Passengers by the current and
succeeding Mails.
Naval and Military News.
Ratios, Marriages, and Deaths.
Commercial, Banking, Share Lists, &c.
Market Reports, Shipping News, Freight,
Exchanges, &c., from London and
the Continent, New York, &c.
Statistics of Imports and Exports.
Supplement.
Statement of each ship's Cargo for
China and Japan, and by the P. and
O. Mails.
Subscription—\$12 per Annum. With
Export Supplement, \$14.50. Single Copies,
60 cents.
MORRIS & Co.,
Agents, Queen's Road,
Hongkong, March 12, 1889.

LAOU-TI-KEE
It requires no Pomade.
It will cause Hair to grow.
It will promote luxuriant growth.
It will prevent Baldness.
Prepared only by
J. LLEWELLYN & Co.,
Medical Hall, Shanghai.
And sold by
G. GLASSE, Victoria Dispensary,
Hongkong.

Intimations.
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Is published in London for the P. & O.
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Summary of Home, Parliamentary, and
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Subscription—\$12 per Annum. With
Export Supplement, \$14.50. Single Copies,
60 cents.
MORRIS & Co.,
Agents, Queen's Road,
Hongkong, March 12, 1889.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matabala, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Assurance will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals and every other information apply to
ARNOLD KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1887.

OCEAN MARINE INSURANCE
COMPANY.
LONDON.
Incorporated 1889.
CAPITAL—£1,000,000.
THE Undersigned have been appointed
Agents for the above Company and are pre-
pared to accept Marine Risks and issue
Policies at current rates.
AUGUSTINE HEARD & Co
Hongkong, June 6, 1887.

LONDON AND PROVINCIAL MARINE
INSURANCE COMPANY.
THE Undersigned having been appointed
Agents in Hongkong for the above
Company, are prepared to grant Marine
Risks at current rates.
AUGUSTINE HEARD & Co
Hongkong, March 6, 1888.

PHENIX FIRE INSURANCE
COMPANY.
LIVERPOOL AND LONDON & GLOBE
INSURANCE COMPANIES.
THE Undersigned having been appointed
Agents of the above Companies at this
Port, are prepared to grant Policies against
Fire to the extent of £40,000 on Buildings,
or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, September 28, 1888.

IMPERIAL FIRE INSURANCE
COMPANY.
THE Undersigned having been appointed
Agents for the above Company at this
Port, are prepared to grant Policies against
Fire to the extent of £80,000 on Buildings,
or on Goods stored therein.
GIBB, LIVINGSTON & Co.
Hongkong, August 24, 1884.

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following
Rates will be charged for Short Period
Insurances, viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
GIBB, LIVINGSTON & Co.
Hongkong, August 24, 1884.

REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following An-
nual Rates will be charged for Fire
Insurances, viz—
Detached and Semi-detached
Dwelling Houses removed
from the Town, and their
Contents, 1/2 per cent.
Other Dwelling Houses used
strictly as such, and their
Contents, 1/2 per cent.
Godowns, Offices, Shops, &c.
and their Contents, 1 per cent.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, March 6, 1885.

BOMBAY INSURANCE COMPANY
AND
FORBES & CO'S CONSTITUTE
INSURANCE COMPANY.
THE Undersigned having been appointed
Agents for the above Companies are pre-
pared to accept Risks on the usual terms.
GIBB, LIVINGSTON & Co.
Hongkong, February 26, 1888.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000
ACCUMULATED FUNDS £23,233,927.
ANNUAL REVENUE £497,263.
THE Undersigned AGENTS at Hongkong
for the above Company are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or on
Merchandise in the same.
GILMAN & Co.
Hongkong, June 2, 1884.

THE QUEEN INSURANCE
COMPANY.
CAPITAL—TWO MILLION STERLING.
THE Undersigned having been appointed
Agents for the above Company at Hong-
kong and Whampoa, for the DOCKING
and REPAIRING of Vessels of all classes.
At Hongkong the Company have the
only Dock in the harbour—a Granite
Dock, solidly built, and of dimensions to
admit Ships of 360 feet in length, and
drawing 22 feet of water.
Attached to it the Company have erected
powerful Machinery, and are prepared to
manufacture and repair marine and station-
ary Engines, and Steam Machinery of all
kinds; to make and repair Boilers of all
sizes; or machinery for sugar crushing and
refining—shafting, grinding, and every de-
scription of Factory or Mill work.
A commodious Jetty has been completed,
alongside of which Vessels drawing 18 feet
of water can lie at any states of the tide;
attached to the Jetty are *Shears* capable of
lifting Fifty Tons.
The Company have also opened a Ship-
yard by the side of the Hongkong Dock,
and are ready to contract for the construc-
tion of Steamers or Sailing Vessels of any
size.
At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEUS"
can be engaged to tow Vessels to sea, and
berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner
of Lee House Lane.
Hongkong, November 1, 1889.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.
THE Company call the attention of Ship
Owners, Consignees and Masters of
Vessels, to their Establishment at Hong-
kong and Whampoa, for the DOCKING
and REPAIRING of Vessels of all classes.
At Hongkong the Company have the
only Dock in the harbour—a Granite
Dock, solidly built, and of dimensions to
admit Ships of 360 feet in length, and
drawing 22 feet of water.
Attached to it the Company have erected
powerful Machinery, and are prepared to
manufacture and repair marine and station-
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A commodious Jetty has been completed,
alongside of which Vessels drawing 18 feet
of water can lie at any states of the tide;
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yard by the side of the Hongkong Dock,
and are ready to contract for the construc-
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size.
At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEUS"
can be engaged to tow Vessels to sea, and
berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner
of Lee House Lane.
Hongkong, November 1, 1889.

THE QUEEN INSURANCE COMPANY
THE following Rates will be charged in
future for short period Insurances,
viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

THE QUEEN INSURANCE COMPANY
THE following Rates will be charged in
future for short period Insurances,
viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

THE QUEEN INSURANCE COMPANY
THE following Rates will be charged in
future for short period Insurances,
viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

THE QUEEN INSURANCE COMPANY
THE following Rates will be charged in
future for short period Insurances,
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Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

THE QUEEN INSURANCE COMPANY
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future for short period Insurances,
viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

THE QUEEN INSURANCE COMPANY
THE following Rates will be charged in
future for short period Insurances,
viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
MORGAN, LAMBERT & Co.,
Agents.
Hongkong, November 7, 1887.

Insurances.
LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matabala, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Assurance will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals and every other information apply to
ARNOLD KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1887.

OCEAN MARINE INSURANCE
COMPANY.
LONDON.
Incorporated 1889.
CAPITAL—£1,000,000.
THE Undersigned have been appointed
Agents for the above Company and are pre-
pared to accept Marine Risks and issue
Policies at current rates.
AUGUSTINE HEARD & Co
Hongkong, June 6, 1887.

LONDON AND PROVINCIAL MARINE
INSURANCE COMPANY.
THE Undersigned having been appointed
Agents in Hongkong for the above
Company, are prepared to grant Marine
Risks at current rates.
AUGUSTINE HEARD & Co
Hongkong, March 6, 1888.

PHENIX FIRE INSURANCE
COMPANY.
LIVERPOOL AND LONDON & GLOBE
INSURANCE COMPANIES.
THE Undersigned having been appointed
Agents of the above Companies at this
Port, are prepared to grant Policies against
Fire to the extent of £40,000 on Buildings,
or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, September 28, 1888.

IMPERIAL FIRE INSURANCE
COMPANY.
THE Undersigned having been appointed
Agents for the above Company at this
Port, are prepared to grant Policies against
Fire to the extent of £80,000 on Buildings,
or on Goods stored therein.
GIBB, LIVINGSTON & Co.
Hongkong, August 24, 1884.

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following
Rates will be charged for Short Period
Insurances, viz—
Not exceeding 10 days, 1/2 of the annual rate.
Above 10 days and not exceeding 1 month, 3/4 do.
Above 1 month and not exceeding 3 months, 1 do.
Above 3 months and not exceeding 6 months, 1 1/2 do.
Above 6 months, 2 do.
Above 6 months, the full annual rate.
GIBB, LIVINGSTON & Co.
Agents, Imperial Fire Insurance Company,
Hongkong, March 6, 1885.

REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following An-
nual Rates will be charged for Fire
Insurances, viz—
Detached and Semi-detached
Dwelling Houses removed
from the Town, and their
Contents, 1/2 per cent.
Other Dwelling Houses used
strictly as such, and their
Contents, 1/2 per cent.
Godowns, Offices, Shops, &c.
and their Contents, 1 per cent.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, March 6, 1885.

BOMBAY INSURANCE COMPANY
AND
FORBES & CO'S CONSTITUTE
INSURANCE COMPANY.
THE Undersigned having been appointed
Agents for the above Companies are pre-
pared to accept Risks on the usual terms.
GIBB, LIVINGSTON & Co.
Hongkong, February 26, 1888.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000
ACCUMULATED FUNDS £23,233,927.
ANNUAL REVENUE £497,263.
THE Undersigned AGENTS at Hongkong
for the above Company are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or on
Merchandise in the same.
GILMAN & Co.
Hongkong, June 2, 1884.

THE QUEEN INSURANCE
COMPANY.
CAPITAL—TWO MILLION STERLING.
THE Undersigned having been appointed
Agents for the above Company at Hong-
kong and Whampoa, for the DOCKING
and REPAIRING of Vessels of all classes.
At Hongkong the Company have the
only Dock in the harbour—a Granite
Dock, solidly built, and of dimensions to
admit Ships of 360 feet in length, and
drawing 22 feet of water.
Attached to it the Company have erected
powerful Machinery, and are prepared to
manufacture and repair marine and station-
ary Engines, and Steam Machinery of all
kinds; to make and repair Boilers of all
sizes; or machinery for sugar crushing and
refining—shafting, grinding, and every de-
scription of Factory or Mill work.
A commodious Jetty has been completed,
alongside of which Vessels drawing 18 feet
of water can lie at any states of the tide;
attached to the Jetty are *Shears* capable of
lifting Fifty Tons.
The Company have also opened a Ship-
yard by the side of the Hongkong Dock,
and are ready to contract for the construc-
tion of Steamers or Sailing Vessels of any
size.
At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEUS"
can be engaged to tow Vessels to sea, and
berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner
of Lee House Lane.
Hongkong, November 1, 1889.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.
THE Company call the attention of Ship
Owners, Consignees and Masters of
Vessels, to their Establishment at Hong-
kong and Whampoa, for the DOCKING
and REPAIRING of Vessels of all classes.
At Hongkong the Company have the
only Dock in the harbour—a Granite
Dock, solidly built, and of dimensions to
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kinds; to make and repair Boilers of all
sizes; or machinery for sugar crushing and
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yard by the side of the Hongkong Dock,
and are ready to contract for the construc-
tion of Steamers or Sailing Vessels of any
size.
At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEUS"
can be engaged to tow Vessels to sea, and
ber



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton;
and
Bombay, Madras, Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"EMBU," Captain J. G. BAKER, with
Her Majesty's Mail, Passengers, Goods,
and Cargo, will leave this for the above
places, on TUESDAY, the 28th Instant,
at 9 A.M.

PARCELS and CARGO will be received
on board until Noon, and SPECIE until
4 P.M. on the 27th Instant.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTERES AND VALUE OF PARCELS
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overseas Route
is required by the Navigation Government, and
must be delivered by the Shipper to the Com-
pany's Agents with the Bills of Lading, or
with Parcels, and the Company do not hold
themselves responsible for any detention or
penalty which may happen from incorrect-
ness in such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

W. MACAULAY, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, Dec. 20, 1869. de28



COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ALEXANDRIA, MESSINA,
MARSEILLES.

At 10 A.M.
BOMBAY, PONDICHERY, MADRAS,
and CALCUTTA.

ON TUESDAY, the 4th January, at
Noon, the Company's S. S. "DON-
NAI," Commandant BOURDON, (S.M.N.),
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and
accepted in transit through Marseilles for
the principal places of Europe.

Cargo will be received on board until 4
P.M. of the 3d; Specie and Parcels until
5 P.M. of the 6th. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

For particulars regarding Freight and
Passage, apply at the Company's Office,
Hongkong. CONTENTS AND VALUE
OF PARCELS ARE REQUIRED.

O. BERTRAND, Principal Agent,
Hongkong, December 20, 1869. ja4

**PACIFIC MAIL STEAM-SHIP
COMPANY.**

THROUGH U. S. MAIL LINES TO NEW YORK.
Via Panama or Overland Route.

TRAMWAYS of this line will be despatched
as follows:—

1870.		
Jan.	12.	Japan.
Feb.	12.	China.
March.	12.	America.
April.	12.	Japan.
May.	12.	China.
June.	12.	America.
July.	12.	Japan.
Aug.	12.	China.
Sept.	12.	America.
Oct.	12.	Japan.
Nov.	12.	China.
Dec.	12.	America.

A Steamer will leave Shanghai on or
about same date, connecting at Yokohama
with above-named steamers.

Passengers ticketed through to California,
Mexico, Central and South America, and
by Overland Route to principal points in
the United States and Canada, and con-
necting with the various Steam lines for
New York, to Liverpool, Southampton,
Bremen, and Havre.

Through Tickets issued also to New
York and Europe via Panama Route, and
to Europe per Steamers of the Royal Mail
Steam Packet Company, the West India
and Pacific Steamship Company, Limited,
and the Compagnie Générale Transatlan-
tique from Aspinwall direct. Connections
made at Panama with Steam Lines upon the
West Coast of Central and South America,
by which passengers are ticketed through.

Through Bills of Lading given also for
Freight via Pacific Railroad and its con-
nections to the principal points in the
United States and Canada, and for Freight
Overland for England and the Continent.

Through Bills of Lading given also for
New York and Europe via Panama route,
and to Europe via Aspinwall Lines to ports
of Mexico and ports on the West Coast of
Central America, and South America to as
far as Valparaiso.

Favorable arrangements have been made
for through passengers and freight to Ame-
rica, from Calcutta, Penang and Singapore,
and from Swatow, Amoy and Foochow.

All Freight payable in advance in Ame-
rican Dollars, or on delivery in American
Gold Coins with 8 per cent ad valorem, at
Shipper's option.

Return Passage Tickets issued at a re-
duction of 1/2 upon the whole amount for
the Round Voyage.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Praya West.

T. A. HARRIS,
Agent.

Hongkong, October 7, 1869.

Post-Office Notifications.

MAILS BY THE "EMBU."

The Contract Packet "EMBU" will be
despatched with the usual Mails
for Europe, &c., on TUESDAY, the
28th Instant, at 9 A.M., and the Post
Office will be open for the reception of
Letters, Newspapers, Books, &c., until 8
P.M. on the 27th Instant. Letters,
&c., may be posted in the night box
from 8 P.M. on the 27th Instant until
1 A.M. on the following morning.

All Letters posted between 7 and 8 A.M.
on the 28th Instant will be charge-
able, in addition to the usual postage,
with a *late fee* of 18 cents.

he latest time for posting Letters at this
Office is 8 A.M. and for Newspapers,
Books, &c., at 7 A.M. on the 28th
Instant.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom and
Ireland, or to Singapore, may be
posted on board the Packet from 8.30
A.M. on payment of a late fee of
48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
Office, not later than the purpose, on the
East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be prepaid
in Hongkong Postage Stamps.

Insufficiently stamped Letters addressed to
the United Kingdom, will be sent on
charged with a fine of One Shilling in
addition to the postage.

Letters posted after 7 A.M. on the 28th
Instant will not be forwarded, unless
the *late fee*, as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be opened
and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 27th Instant will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fee,"
when the Stamp or Stamps representing
the "Late Fee" or "Registration Fee" should
be placed on the lower left-hand corner.

All transactions in fractional parts of a Dol-
lar will be completed in the Coin, pre-
scribed by Ordinance 1, of 1864, and the
Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders of any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 27th In-
stant.

F. W. MITCHELL,
Postmaster General.

General Post Office, Hongkong,
December 20, 1869. de28

FOR LETTERS.
20 cents each half-an-ounce weight;
For Newspapers, Packets of Patterns,
and Books:

2 cents each two ounces up to half-pound,
and 8 cents for every additional half-pound.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 23rd September, 1869.

It is hereby notified for general informa-
tion that under the Provisions of a Treas-
ury Warrant, which will come into opera-
tion on the 1st October next, correspond-
ence addressed to Constantinople will be
forwarded at the following reduced Rates
of Postage, which must be paid in advance,
viz:—

FOR LETTERS.
20 cents each half-an-ounce weight;
For Newspapers, Packets of Patterns,
and Books:

2 cents each two ounces up to half-pound,
and 8 cents for every additional half-pound.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 23rd September, 1869.

It is hereby notified for general informa-
tion, by order of His Excellency Sir
Richard Graves Macdonnell, that the
system of registration has been, from this
date, extended to letters and other descrip-
tion of correspondence transmitted by the
Post in the Mails by both the British
Contract Packets and by Private Ships,
between this Office and each Agency there-
of in China and Japan, viz: Canton,
Swatow, Amoy, Foochow, Ningpo, Shang-
hai, Nagasaki, Hiogo, and Yokohama, and
also between any two of these Agencies.

The fee for registration is 8 cents each
letter, &c.

No Letter, Book, or Packet of Patterns
can be registered unless the full postage
upon it, as well as the registration fee, be
paid in advance in postage Stamps.

Letters, &c., for registration will be
received up to half an hour before the time
fixed for closing the Mails.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 13th October, 1869.

It is hereby notified for general informa-
tion, by order of His Excellency Sir Richard
Graves Macdonnell, that henceforward
Book Packets, and Packets of Patterns or
Samples of Merchandise, may be trans-
mitted through the Post by the Mails made
up to be forwarded both by the British
Contract Packets and by Private Ships,
between this Office and each Agency thereof
in China and Japan, viz: Canton, Swatow,
Amoy, Foochow, Ningpo, Shanghai, Nag-
asaki, Hiogo, and Yokohama, and also
between any two of these Agencies, at the
following rates of postage, which must be
paid in advance, viz:—

Not exceeding 4 oz. 6 cents.
Above 4 oz., and not exceeding 8 oz. 12 "

1 lb., and not exceeding 2 lb. 18 "

Above 2 lb., and not exceeding 4 lb. 24 "

Every additional 1 lb., 12 "

Special attention is directed to the fol-
lowing rules and regulations which will be
strictly enforced:—

AS REGARDS BOOKS.
A Book Packet may contain any number
of separate Books, Almanacs, Maps or
Prints, and any quantity of paper, vellum
or parchment (to the exclusion of letters
whether sealed or open); and the Books,
Maps, Paper, &c., may be either printed,
written or plain, or any mixture of the
three.

All illegitimate binding, mounting, or
covering of the same or of a portion there-
of, will be allowed, whether such binding

Post-Office Notifications.

MAILS BY THE "EMBU."

The Contract Packet "EMBU" will be
despatched with the usual Mails
for Europe, &c., on TUESDAY, the
28th Instant, at 9 A.M., and the Post
Office will be open for the reception of
Letters, Newspapers, Books, &c., until 8
P.M. on the 27th Instant. Letters,
&c., may be posted in the night box
from 8 P.M. on the 27th Instant until
1 A.M. on the following morning.

All Letters posted between 7 and 8 A.M.
on the 28th Instant will be charge-
able, in addition to the usual postage,
with a *late fee* of 18 cents.

he latest time for posting Letters at this
Office is 8 A.M. and for Newspapers,
Books, &c., at 7 A.M. on the 28th
Instant.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom and
Ireland, or to Singapore, may be
posted on board the Packet from 8.30
A.M. on payment of a late fee of
48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
Office, not later than the purpose, on the
East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be prepaid
in Hongkong Postage Stamps.

Insufficiently stamped Letters addressed to
the United Kingdom, will be sent on
charged with a fine of One Shilling in
addition to the postage.

Letters posted after 7 A.M. on the 28th
Instant will not be forwarded, unless
the *late fee*, as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be opened
and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 27th Instant will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fee,"
when the Stamp or Stamps representing
the "Late Fee" or "Registration Fee" should
be placed on the lower left-hand corner.

All transactions in fractional parts of a Dol-
lar will be completed in the Coin, pre-
scribed by Ordinance 1, of 1864, and the
Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders of any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 27th In-
stant.

F. W. MITCHELL,
Postmaster General.

General Post Office, Hongkong,
December 20, 1869. de28

FOR LETTERS.
20 cents each half-an-ounce weight;
For Newspapers, Packets of Patterns,
and Books:

2 cents each two ounces up to half-pound,
and 8 cents for every additional half-pound.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 23rd September, 1869.

It is hereby notified for general informa-
tion that under the Provisions of a Treas-
ury Warrant, which will come into opera-
tion on the 1st October next, correspond-
ence addressed to Constantinople will be
forwarded at the following reduced Rates
of Postage, which must be paid in advance,
viz:—

FOR LETTERS.
20 cents each half-an-ounce weight;
For Newspapers, Packets of Patterns,
and Books:

2 cents each two ounces up to half-pound,
and 8 cents for every additional half-pound.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 23rd September, 1869.

It is hereby notified for general informa-
tion, by order of His Excellency Sir
Richard Graves Macdonnell, that the
system of registration has been, from this
date, extended to letters and other descrip-
tion of correspondence transmitted by the
Post in the Mails by both the British
Contract Packets and by Private Ships,
between this Office and each Agency there-
of in China and Japan, viz: Canton,
Swatow, Amoy, Foochow, Ningpo, Shang-
hai, Nagasaki, Hiogo, and Yokohama, and
also between any two of these Agencies.

The fee for registration is 8 cents each
letter, &c.

No Letter, Book, or Packet of Patterns
can be registered unless the full postage
upon it, as well as the registration fee, be
paid in advance in postage Stamps.

Letters, &c., for registration will be
received up to half an hour before the time
fixed for closing the Mails.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 13th October, 1869.

It is hereby notified for general informa-
tion, by order of His Excellency Sir Richard
Graves Macdonnell, that henceforward
Book Packets, and Packets of Patterns or
Samples of Merchandise, may be trans-
mitted through the Post by the Mails made
up to be forwarded both by the British
Contract Packets and by Private Ships,
between this Office and each Agency thereof
in China and Japan, viz: Canton, Swatow,
Amoy, Foochow, Ningpo, Shanghai, Nag-
asaki, Hiogo, and Yokohama, and also
between any two of these Agencies, at the
following rates of postage, which must be
paid in advance, viz:—

Not exceeding 4 oz. 6 cents.
Above 4 oz., and not exceeding 8 oz. 12 "

1 lb., and not exceeding 2 lb. 18 "

Above 2 lb., and not exceeding 4 lb. 24 "

Every additional 1 lb., 12 "

Special attention is directed to the fol-
lowing rules and regulations which will be
strictly enforced:—

AS REGARDS BOOKS.
A Book Packet may contain any number
of separate Books, Almanacs, Maps or
Prints, and any quantity of paper, vellum
or parchment (to the exclusion of letters
whether sealed or open); and the Books,
Maps, Paper, &c., may be either printed,
written or plain, or any mixture of the
three.

All illegitimate binding, mounting, or
covering of the same or of a portion there-
of, will be allowed, whether such binding

be loose or attached; as also relief in the
case of prints, markers (whether of paper
or otherwise), in the case of Books, and in
short whatever is necessary for the safe
transmission of literary or artistic matter or
usually appertains thereto.

Every Book packet must be either with-
out a cover, or in a cover open at the ends
or sides.

It must not contain any letter, open or
sealed, nor any sealed enclosure whatever;
the value and address of the sender is how-
ever not only permitted but recommended,
so that if the cover come off, or for any
other reason the packet cannot be forward-
ed, it may be returned.

No packet must exceed two feet in length,
breadth or depth; exceeding which dimen-
sions it cannot be forwarded through the
Post.

AS REGARDS PATTERNS.
They must not be of intrinsic value.
This rule excludes all articles of a saleable
nature, and indeed whatever may have a
value of its own, apart from its mere use
as a pattern; and the quantity of any
material sent, ostensibly as a pattern must
not be so great that it can fairly be con-
sidered as having on this ground an intrin-
sic value.

There must be no writing or marks other
than the address of the person for whom
the pattern is intended and that of the
sender, a trade mark and numbers, and
prices of the article; otherwise the Packet
will be detained or forwarded charged as
an unpaid letter.

The Patterns must be sent in covers
open at the ends, so as to be easily exam-
ined. Samples, however, of seeds, drugs,
and so forth, which cannot be sent in open
covers, may be enclosed in bags of linen or
other material, tied at the neck; bags so
closed that they cannot readily be opened,
even although they be transparent, must
not be used for this purpose. Non-com-
pliance with this rule will also subject the
packet to be detained or forwarded as an
unpaid letter.

The Packets of the contents thereof must
not contain any inclosure, sealed or other-
wise closed against inspection.

In all other respects the general regula-
tions of the Book Post between Hongkong
and the United Kingdom will apply to the
Pattern Post. Under these regulations, in
order to prevent any interruption to the
regular transmission of letters, a Packet of
Patterns may, when it is necessary, be kept
back for the following day by which, in
the ordinary course, it will be forwarded.

The decision of the Postmaster General
as to the eligibility of any Packet, pattern
or sample contained therein, to be for-
warded under these regulations, will be
final and conclusive.

The rule which forbids the transmission
through the Post of any article likely to
injure the contents of the Mail Bags or
Boxes, or the person of any Officer of the
Post Office is, of course, applicable to the
Pattern Post; and a packet containing any
thing of the kind will be stopped, and not
sent to its destination. Articles such as
the following have been occasionally posted
as Patterns, and have been detained as
unfit for the Post, viz: Metal boxes, porce-
lain and China, fruit, vegetables, porce-
lains of flowers, cuttings of plants, sprays, knives,
scissors, needles, pins, pieces of machinery,
sharp, pointed instruments, samples of
metals, samples of grass, samples in glass
bottles, pieces of glass, acids of various
kinds, curries, combs, copper and steel cut-
ting, graving plates, and confectionery of all
kinds.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, October 13, 1869.

CHAIR AND BOAT HIRE.
The following Regulations for Street-
Chairs and Chair-Coolies, are published for
general information.

No Street-Chair may ply for hire after
midnight; they may, however, carry their
furnishings long as required.

Each Chair is secured for a sum of \$50.
Should articles of a higher value than this
be lost in any Chair, there will be very
little hope of their recovery through the
Security.

When loss of property in any Street
Chair is suspected, its number should be
forwarded to the Registrar General at once
without any loss of time.

When ground of Complaint arises against
any Street Chair-Coolie, the person ag-
grieved may either hand the offender over
to the Police, or send a memorandum of
the complaint and the Chair's Number to
the Registrar General. It must however
be remembered, that the Registrar General
can inflict only a reprimand, but neither
fine nor imprisonment, without the testimony
of an eye-witness on oath. This however
may be supplied by any Chinese who will
necessitate the Offence, if accredited by a con-
firmatory note from his employer.

Persons who are inconvenienced by the
congregating of Chairs near their premises
should notify the Registrar General, who
will, if practicable, establish a "Chair
Stand" in the nearest convenient place,
and as far as possible enforce the Ordinance
in regard to it.

An attempt will be made to enforce the
Ordinance "Rule of the Road" along
Queen's Road, more especially in the evening.
It is requested that all Persons riding
in Chairs or driving Vehicles will co-oper-
ate with the Police by observing the Rule
of keeping the left side.

Each Street-Chair carries on the back of
its Number Board a Tariff of Fares con-
sisting of the following:—

**LEGALISED TARIFF OF FARES FOR CHAIRS,
CHAIR-BREAKERS, AND BOATS,
IN THE COLONY OF HONGKONG.**

Chairs, or Ordinary Pullaway Boats.
Half hour, ... 12 cts. | Hour, ... 20 cts.
Three hours, ... 60 cts. | Six hours, ... 1.75 cts.
Day (from 6 to 6), ... One Dollar.
Night Fares (after 8 P.M.), ... 10 cts. extra.

Chair Hire to Out Districts.*
Beyond Victoria and back, 60 cts. per man.
To Stanley and back, 60 "

Victoria lies below the level of Robinson
Road, and includes all the town between
the Mint and the Western Slaughter House,
with the Race-course.

Licensed Bearers (each).
Hour, ... 8 cts.
Half day, ... 20 cts.
Day, ... 36 cts.

* Persons who make short excursions out
of the town should understand that they are quite
at liberty to pay by the hour if they prefer to do
so.

Copies of the above Tariff, in English
and Chinese, or of these Regulations, can be
obtained on application at the Registrar
General's Office.

Intimations.

Published weekly. Subscription (Exclu-
sive of postage) 12s. 12 per annum; payable
in advance.

**SUPREME COURT
AND CONSULAR GAZETTE,**

LAW REPORTER FOR THE SUPREME AND
PROVINCIAL COURTS OF CHINA
AND JAPAN.

THE Gazette is a General Weekly Newspa-
per, containing Official Reports of
Cases heard at the Supreme and Consular
Courts, Police Cases, and Proceedings in
Bankruptcy, Original Articles, Notes and
Queries on Legal Points, Reports of Public
Meetings; News of the Week, Commercial
Summary, &c., &c.

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

G. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS							
Commodore	E. McKenzie	Russ. str.	240	Nov. 24	Landstein & Co.	Swatow, &c.	
Donna	W.C. Bourdon	Foh. str.	1500	Dec. 12	Messageries Imperiales		
Douglas	W.C. Toppin	Brit. str.	615	Dec. 12	Douglas Lapraik & Co		
Emat	W.C. Babet	Brit. str.	1538	Dec. 12	P. & O. S. N. Co		
Formosa	W.C. Anderson	Brit. str.	700	Dec. 12	P. & O. S. N. Co		
Ganges	W.C. Dundas	Brit. str.	1190	Dec. 12	P. & O. S. N. Co		
Nahotka	W.C. Kruokopp	Russ. str.	270	Dec. 12	Augustine Heard & Co		
Sakura	W.C. Sammos	Brit. str.	625	Dec. 12	Landstein & Co		
Thales	E. Rostell	Brit. str.	1664	Dec. 12	Jardine, Matheson & Co		
Titus	W. Crowell	Brit. str.	805	Dec. 12	Augustine Heard & Co		
Venus	W. Crowell	Brit. str.	677	Dec. 12	Augustine Heard & Co		
SAILING VESSELS							
Adelina	W. Cornes	Brit. bk.	735	Dec. 11	Order		
Agria	W. Santos	Port. sch.	350	Nov. 24	J. J. dos Remedios & Co	Bombay	
Alkermus	W. Mallin	Norw. bk.	400	Nov. 17	John Burd & Co		
Amiral Protet	W. Grant	Brit. bk.	316	Nov. 26	Wm. Pustau & Co		
Andreas	E. Peters	N. Ger. bk.	399	Nov. 29	Wm. Pustau & Co	Cape St. James	To-day
Anna	W. Petersen	N. Ger. sch.	134	Nov. 11	E. Schellhaus & Co		
Ann Adamson	E. Weeks	Brit. sch.	304	Dec. 18	McDonald & Co		
Albion	Hutton	Brit. bk.	497	Dec. 18	Melchers & Co		
Albion	E. Pierce	Brit. bk.	411	Dec. 20	Order		
Albion	E. Kindred	Brit. bk.	535	October 30	Douglas Lapraik & Co	Freighter Charter	
Balmacara	W.C. Ufford	Brit. bk.	376	Dec. 8	Arnhold, Karberg & Co		
Bella	W.C. Wake	Brit. bk.	245	Dec. 13	Order		
Bevenue	K. Muirhead	Brit. sh.	999	Nov. 13	Gibb, Livingston & Co		
Britomer	W. Bartlett	Brit. bk.	599	Dec. 16	Arnhold, Karberg & Co		
Caldew	W.C. Clarkson	Brit. bk.	482	Dec. 20	Arnhold, Karberg & Co		
Canilla Cavour	W. Astorguia	Sav. sh.	850	Nov. 28	Wm. Pustau & Co		
Carl Ritter	W. Schuch	N. Ger. bk.	250	Nov. 16	Bourjau, Hubener & Co		
Cary and Jane	K. Jensen	N. Ger. bk.	397	Nov. 12	Bourjau, Hubener & Co		
Catherine Fullerton	W. Hughes	N. Ger. bk.	397	Nov. 12	Bourjau, Hubener & Co		
Charles Auguste	W. Cogel	Foh. bk.	740	Dec. 14	Wm. Pustau & Co		
Chusan	E. Wagener	N. Ger. sch.	125	Dec. 17	Wm. Pustau & Co		
Colima	N. Ger. bk.	225	Nov. 24	Wm. Pustau & Co			
Comet	W. Schuur	Siam. sh.	507	Dec. 17	Chinese	Yokohama	put back
Constantia	W. Abano	span. bk.	184	January 30	Remedios & Co		
Cutty Sark	W. Meyer	Siam. bk.	474	Dec. 16	Chinese		
Day Dawn	E. Sustenau	Brit. bk.	398	Dec. 13	Russell & Co		
Dom Pedro II	W. Young	Brit. bk.	244	October 24	P. & A. Motta	Yokohama	
Dons Anita	W. Beart	Brit. bk.	493	Dec. 16	John Burd & Co		
Dudbrook	W. Bruce	Brit. bk.	527	Nov. 13	Landstein & Co	London	
Eleanor	E. Prehm	Brit. bk.	248	Dec. 20	Douglas Lapraik & Co		
Eleanor Dixon	W. Matthews	Brit. bk.	405	Dec. 2	Thomas Howard		
Ellen Rickmers	W. Rohm	N. Ger. bk.	306	Dec. 6	Melchers & Co		
Elvira	W. Adams	N. Ger. bk.	340	Nov. 24	E. Schellhaus & Co		
Elvira	W. Nobbs	Brit. bk.	494	Nov. 19	Russell & Co		
Florence Nightingale	E. Cameron	Brit. sh.	464	Nov. 19	Jardine, Matheson & Co		
Flying Fish	W. Dushosen	Brit. bk.	342	Nov. 26	Chinese		
Frederic	W. Nicolson	Belg. sh.	803	January 6	Borneo Company		
Friendship	W. Klindt	Siam. bk.	480	Nov. 26	Chinese		
Galatea	W. Crowell	Amer. sh.	932	Dec. 18	Augustine Heard & Co		
Gazelle	W.C. Grun	N. Ger. bk.	189	Nov. 22	E. Schellhaus & Co		
George	W.C. Schierloh	N. Ger. sch.	118	Nov. 21	E. Schellhaus & Co		
Gustave Brons	W. Greenwald	N. Ger. bk.	400	Nov. 20	Wm. Pustau & Co		
Gustave	W. Ordman	Dut. sch.	544	Dec. 2	Wm. Pustau & Co		
Gravina	W. Barolo	Span. bk.	240	Sept. 26	Remedios & Co		
H. E. Susanna	W. Mayboom	Dut. bk.	373	Nov. 14	Wm. Pustau & Co		
Hackmatac	W.C. Loftus	Brit. sch.	124	Dec. 7	Logg & Co		
Hausa	E. Drowes	N. Ger. bk.	600	Nov. 13	Carlowitz & Co		
Haze	E. Forsyth	Amer. sh.	862	October 16	Russell & Co		
Heather Bell	E. Findley	Brit. bk.	485	Dec. 8	Jardine, Matheson & Co		
Herzog Ernst	W. Conrad	N. Ger. bk.	238	Dec. 3	Melchers & Co		
Isabelita y 6 Hermanos	W. Tremugu	Span. bk.	480	Dec. 5	Chinese		
Jane	W.C. Puhlmann	Brit. bk.	307	Nov. 23	Thomas Howard		
Jane Spiers	W. Brown	Brit. bk.	309	Nov. 15	Captain		
Java	W. Macbell	N. Ger. bk.	309	Dec. 8	Arnhold, Karberg & Co		
Jenna	W. Harman	N. Ger. bk.	280	Dec. 12	Melchers & Co		
Jewess	E. Watson	Brit. bk.	280	Nov. 22	Russell & Co		
Joseph Christian	W. Reimer	N. Ger. bk.	427	Dec. 20	Wm. Pustau & Co		
John Banfield	E. Bastian	Brit. bk.	520	Dec. 16	Order		
Jorgen	E. Uldrup	N. Ger. bk.	270	Dec. 20	Bourjau, Hubener & Co		
Kedron	E. Howett	Brit. bk.	373	Dec. 19	Arnhold, Karberg & Co		
La Sirena	W.C. Maddrell	Brit. bk.	330	Dec. 19	Bourjau, Hubener & Co		
Lizette	E. Peck	Amer. bk.	440	Dec. 11	Augustine Heard & Co		
Lynette	E. Hansen	Dan. bk.	227	Dec. 16	Siemssen & Co		
Malay	W. Clough	Amer. sh.	612	Nov. 22	Augustine Heard & Co		
Manfred	W.C. Scott	Brit. bk.	595	October 23	Arnhold, Karberg & Co		
Marchioness of Londonderry	W. Gould	Brit. sh.	766	Nov. 27	Wm. Pustau & Co		
Maria Suzanne	E. Hingayen	Foh. bk.	280	Dec. 13	Arnhold, Karberg & Co		
Martha	W. Haje	N. Ger. bk.	221	Nov. 11	Melchers & Co		
Matador	W. Kalkloer	N. Ger. bk.	302	Dec. 5	Wm. Pustau & Co		
Mauritius	W. Petersen	N. Ger. bk.	390	Dec. 6	Russell & Co		
Medina	W. Fuvra	Brit. bk.	367	Dec. 12	Order		
Mina	W. Hame	Brit. bk.	369	Dec. 16	Hilman & Co		
Mikado	E. Empfert	N. Ger. bk.	340	Dec. 17	Wm. Pustau & Co		
Mina	W. Gartner	Span. bk.	430	Nov. 28	Remedios & Co		
Mio	W. Klein	Frit. sch.	444	October 10	Olyphant & Co		
Mysoe	W. Rose	Foh. bk.	443	October 22	Frederic Degener		
N. O. Kierkegaard	E. Halvarsen	Norw. bk.	454	Dec. 19	Augustine Heard & Co		
Navarino	W. MoNutt	Brit. bk.	408	Nov. 8	Landstein & Co		
Nellie Abbott	W. Gordon	Amer. bk.	400	Dec. 16	Russell & Co		
Nell Grenada	W. Bauer	N. Ger. bk.	297	Dec. 6	E. Schellhaus & Co		
Noranna	W. Hansen	Siam. sh.	711	Dec. 9	Chinese		
Oliver Cromwell	W. Hawood	Brit. sh.	1112	Nov. 28	Augustine Heard & Co	New York	Immediate
Onward	W. Whyte	Brit. sh.	608	Nov. 30	Rozario & Co	Melb. & Sydney	
Orient	W. Halmbeck	N. Ger. bk.	285	Dec. 11	E. Schellhaus & Co		
Paragon	W. Wickers	Siam. sh.	750	Dec. 3	Chinese		
Paros	W.C. Soule	Amer. bk.	540	Nov. 27	Olyphant & Co		
Pekin	W. Seymour	Amer. bk.	595	Nov. 27	Russell & Co		
Peruvian	W. Thompson	Amer. sh.	1156	Sept. 2	Augustine Heard & Co		
Pons Elii	W. Arinaton	Brit. bk.	346	October 30	A. G. Hogg & Co		
Premier	W. White	Brit. sh.	488	Dec. 19	Captain		
Property	W. Salje	Siam. sh.	604	June 14	Chinese		
Ragon of England	W. Hoffmann	Siam. sh.	649	Dec. 16	Chinese		
Ragna	E. Gulbrandson	Norw. bk.	158	Dec. 19	John Burd & Co		
Robert Fletcher	W.C. Pettendrich	Brit. bk.	528	Dec. 6	Arnhold, Karberg & Co		
Rosalie	W. Nielson	Swed. bk.	575	Nov. 15	Frederic Degener		
Saga	W. Boe	Norw. bk.	601	Dec. 8	John Burd & Co		
Samuel Larabee	W.C. Thompson	Amer. sh.	1131	Nov. 17	Order		
Seadrift	W.C. Staines	Brit. bk.	857	Nov. 26	E. Schellhaus & Co		
Seraphin	W. Goetor	Span. bk.	490	Nov. 16	Kirchner Beger & Co		
Shanghai	W. Bohevarria	Span. bk.	264	Dec. 11	Remedios & Co		
Singapore	W. Canfurius	Dut. bk.	360	Dec. 20	Wm. Pustau & Co		
Sunata	E. Mullin	Amer. sh.	1000	July 6	Augustine Heard & Co		
Tay Watt	W. Sass	Siam. bk.	654	Nov. 16	Chinese	San Francisco	Early
Terpsie	E. Bollo	Ital. sh.	1094	July 26	Jardine, Matheson & Co		
Vereha	W. Ulrich	Siam. bk.	588	October 29	Chinese		
Ville de St. Lo	W. Dubois	Koh. bk.	378	Dec. 2	Carlowitz & Co		
Volunper	W. Huchinson	Amer. sh.	1068	Dec. 18	Augustine Heard & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Arracon	Spencer	Amer. sh.	1037	October 17	Olyphant & Co	New York	Early
Assoua	Japan	Dan. sch.	946	October 30	Jardine, Matheson & Co		
Clan Alpine	Hatchison	Brit. str.	629	October 27	Gilman & Co	Channel f. p.	Early
Daylight	Pearce	Brit. sh.	900	Dec. 14	Messageries Imperiales		
Dupleix	Roussau	Fch. str.	356	Dec. 14	Bourjau, Hubener & Co	Hamburg	
Esmeralda	Koppelman	N. Ger. bk.	312	Dec. 13	Wm. Pustau & Co	Hamburg	
Guaymas	Franzen	N. Ger. bk.	850	Nov. 11	Turner & Co	London	Early
James Shepherd	Jean	Brit. sh.	151	Dec. 20	Wm. Pustau & Co		
John Heinrich	Wulbrand	N. Ger. bk.	510	Sept. 25	Landstein & Co		
Manila	Roldan	Span. str.	510	Sept. 25	Melchers & Co		
Martha	Koch	N. Ger. bk.	749	Dec. 17	Holliday, Wise & Co	Ningpo	
Neville	Hemsworth	Brit. sh.	333	Sept. 3	Chinese	London	
Ocean Bride	Theland	Brit. bk.	350	Nov. 13	Gilman & Co	London	Immediate
Petaholoe	Owen	Brit. bk.	215	Dec. 10	Bourjau, Hubener & Co	Ningpo	
Sophie	Olsson	N. Ger. bk.					

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
NINGPO	Sophie*	N. Ger. bg.	Bourjau, Hubener & Co
Do.	Martha*	N. Ger. bg.	Melchers & Co
TIENTSIN	George	N. Ger. sch.	E. Schellhaus & Co
NAGASAKI	Cary & Jane	N. Ger. bk.	Bourjau, Hubener & Co
HAKODADI	Herzog Ernst	N. Ger. bk.	Melchers & Co
YOKOHAMA	Dom Pedro II	Brit.	P. A. Motta
Do.	Colima	N. Ger. bk.	Wm. Pustau & Co
Do.	E. Fletcher	Brit.	Arnhold, Karberg & Co
Do.	Rosalie	Swed.	Frederic Degener
Do.	Saga	Norw.	John Burd & Co
OTHER PORTS—			
LONDON	Petcheles*	Brit.	Gilman & Co
Do.	J. Shepherd*	Brit.	Turner & Co
Do.	Dudbrook	Brit.	Landstein & Co
Do.	Neville	Brit.	Holliday, Wise & Co
CHANNEL	Daylight*	Brit.	Gilman & Co
HAMBURG	Esmeralda*	N. Ger. bk.	Bourjau, Hubener & Co
Do.	Guaymas*	N. Ger. bk.	Wm. Pustau & Co
NEW YORK	Arracon*	Amer.	Olyphant & Co
Do.	O. Cromwell	Brit.	Augustine Heard & Co
Do.	Haze*	Amer.	Russell & Co
SAN FRANCISCO	Sumatra	Amer.	Augustine Heard & Co
Do.	Jewess	Brit.	Russell & Co
MELBOURNE & SYDNEY	Onward	Brit.	Rozario & Co
MELBOURNE	C. Fullarton	N. Ger. bg.	A. G. Hogg & Co
PERU	Frederic	Belg.	Borneo Company
SAIGON	Evelyn Wood	Brit.	Order
Do.	E. Rickmers	N. Ger. bk.	Melchers & Co
Do.	Ville de St. Lo	Fch.	Carlowitz & Co

*At Whampoa.

†At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Officer.	Commander.
Algerine	British	gun boat	299	3	H. R. E. Grey
Boucar	British	gun boat	230	3	Rodney Lloyd, Lieut. Comr.
Cookhafer	British	gun boat	230	3	S. S. Smith, Lieut. Comr.
Flamer	British	Naval hospital	230		Attached to Melville
Maumee	U. S.	gun boat	590	5	W. B. Cushing, Lt. Comr.
Medusa	N. Germ.	steam corvette	980	13	Strubben
Moonoo	British	Military h'pital	591		Hospital ship
Melville	British	Naval hospital	464	4	R. Pottinger, Dep. Insp. Gl.
Midge	British	gun boat	464	4	C. C. Rising
Princess Charlotte	British	flag ship	2448	14	Commodore Jones
Rifleman	British	surveying ship	486	3	For Sale
Rinaldo	British	steam aloop	951	7	C. B. Robinson
Starling	British	gun boat	234	3	C. C. Crowdy, Lieut. Comr.

CHINESE GUN-VESSELS IN CANTON WATERS.

An-Jan	Chinese	gun vessel	221	7	Godall
Chou-to	Chinese	gun vessel	221	7	Edwards
Ching-ting	Chinese	gun boat		6	Dessard
Chin-hai	Chinese	gun boat		6	Doms
Fei-long	Chinese	gun boat		5	Francis
Spy	Chinese	Customs' launch		3	Pointer
Sui-ting	Chinese	gun boat	180	5	Stewart
Tien-po	Chinese	gun boat		6	de Longueville